

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

[PRICE 6D.

MEETINGS.

SHEFFIELD, ASHTON-UNDER-LYNE, & MANCHESTER RAILWAY—Notice is hereby given, that the HALF-YEARLY GENERAL MEETING of the Sheffield, Ashton-under-Lyne, and Manchester Railway Company, will be held on Wednesday, the 26th day of August, next, at Twelve o'clock at noon, at the Tontine Hotel, Sheffield, in the county of York. —Dated this 24th day of July.

W. W. KIDDEBOTTOM, Deputy Chairman.
CHARLES THOMSON, Secretary.

15, Piccadilly, Manchester.

CALLS.

WHERRY MINING COMPANY, Mount's Bay, Penzance.— Notice is hereby given, that a SIXTH CALL is now made on the scrip of the above company, such call to be for ONE POUND per share (or Two Pounds per scrip), to be paid on or before the 8th day of July next, at the London and Westminster Bank, London; at the Commercial Bank of England, Manchester; or at the Bank of Liverpool & Lancashire Banking Company, Penzance, where authority is given to endorse such call on the scrip.

Dated, Werry Mine Office, Penzance, this 21st day of June, 1869.

53, Moorgate street, London.
N.B.—Agents will be appointed for other towns and places in the United Kingdom; and applications from Banks or Bankers will be preferentially considered.

Where also may be seen, specimens of Fairbank's Patent Platform **WEIGHING MACHINES** and **WEIGH-BRIDGES**, for which they are appointed sole agents for London and its vicinity.

Published at 57, King-street, Westminster; H. Hooper, Pall Mall-end; and
Broomfield, Peterborough-street.

PROCEEDINGS OF PARLIAMENT RELATIVE TO
JOINT-STOCK COMPANIES.

FRIDAY.

Mr. Speaker reported the Royal Assent—To the Glass Duties Bill; Brick Duties Bill; Paper Duties Bill; Deptford Pier Bill; Newport Dock Bill; South-Eastern Railway (No. 2) Bill; Northern and Eastern Railway (No. 1) Bill; Northern and Eastern Railway (No. 2) Bill; Deptford Pier Junction Railway Bill; Patent White Lead Company Bill; and the Filtration Company Bill.

Ship Propeller Company Bill—Lords amendments agreed to.

SATURDAY.

Timber Ships—Bill read third time, and passed.
Bank of Ireland—Acts read; committee ordered to consider the said Acts.

MONDAY.

Manchester and Birmingham Extension (Stone and Rugby) Railway—Time further enlarged for committee to report till Wednesday, July 31.

Bank of Ireland Charter—Three petitions against renewal; ordered to lie on the table.

Stage Carriages—Bill "to reduce certain of the Duties now payable on Stage Carriages" presented; read first time; ordered to be read second time.

TUESDAY.

Bank of Ireland Charter—Petition from Dundalk, against renewal; ordered to lie on the table.

WEDNESDAY.

Manchester and Birmingham Extension (Stone and Rugby) Railway—Report, that the committee met according to adjournment, at twelve o'clock this day; that at the expiration of the hour a quorum of selected members not being present, and the chairman (who was one of the selected members) having sent a letter to the committee stating his inability to attend this day, the committee proceeded to elect a temporary chairman for the purpose of adjourning the committee till twelve o'clock to-morrow, and directed him to report to the House the circumstances of the case.—Ordered, that the committee do sit and proceed to-morrow, pursuant to the said adjournment.

Bank of Ireland Acts—Committee thereupon deferred till to-morrow.

THURSDAY.

Railway Bills—Petition of promoters of an intended railway from Newcastle-upon-Tyne to Edinburgh, praying the House to revise the standing order of last session, requiring a deposit of 10l. per cent. to be paid before bills for the construction of railways are brought in; ordered to lie on the table, and to be printed.

LAW INTELLIGENCE.

BRITISH IRON COMPANY.

COURT OF CHANCERY—JULY 30.

ATTWOOD & SMALL.—Mr. K. BRUCE concluded his argument for Mr. Small and the other defendants. He contended that the bill was defective for want of parties, 3 Myl. and Cr., 167; next, that there was no case for specific performance; and, thirdly, that the agency of the directors not having been established, the company must be brought before the Court.

The LORD CHANCELLOR postponed the further hearing until Wednesday week, at the request of Mr. Sergeant Wilde and Mr. K. Bruce.

MIRFIELD AND HUDDERSFIELD BANKING COMPANY.

NORTHERN CIRCUIT, YORK—JULY 22.

WILSON & CHAYEN AND OTHERS.—In this action the plaintiff was the public registered officer of the Mirfield and Huddersfield Banking Company. In the year 1834 two persons, named Carr, became embarrassed and compounded with their creditors for 7s. 6d. in the £1, but as it was thought better the business should be carried on, all their effects were assigned to the defendants as a security for the payment of the composition, and to conduct the business in the mean time. A banking account was opened with the Mirfield and Huddersfield Bank, which for some time was in favour of the trustees; but in May, 1835, was overdrawn to the amount of 1521l. 9s. 6d., upon which the bank declined to go further without some security. Their attorney accordingly drew up a guarantee, which the defendants objected to sign, as it made them liable to an unlimited extent. Their own attorney then drew up a document, by which they made themselves liable to the amount of the "sett proceeds of the trust estate." The balance against them continued to increase; and at the end of 1835, the bank refusing to make further advances, it closed, leaving the sum of 3000l. due on their account. The bank, however, agreed to open a discount account, in which they were also losers, some bills not having been duly honoured. For this loss, however, they did not seek compensation in the present action. In 1836, the bank being desirous to extend their business, purchased the banking business of Messrs. Hagan, Cook, and Wernald, at Huddersfield, increased their capital from one to two millions, by the creation of 10,000 additional 100l. shares, and assumed the name of the West Riding Union Banking Company. The defendants pleaded, first, that the plaintiff was not the public registered officer of the Mirfield and Huddersfield Banking Company; secondly, that they (the defendants) had not any sett proceeds from the trust estate; thirdly, that after the guarantee the plaintiffs gave time to the Carrs; and, fourthly, that after the guarantee more money than the amount thereby secured had been paid.

His Lordship said, that these pleas raised several questions for consideration too important to be decided there.

After some little evidence had been given to raise the necessary points, the case was referred to an arbitrator, to take the accounts, and state a case for the opinion of the Court above.

BRADFORD BANKING COMPANY.

VICE-CHANCELLOR'S COURT—JULY 23.

ROE & CLAYTON.—This was a bill filed by the plaintiff to redeem certain premises mortgaged to the Bradford Banking Company. The company had become possessed of the premises under these circumstances. The plaintiff and a person, named Brown, as partners, had become indebted to the banking company in the sum of 3000l. They subsequently fell into difficulties, and the company joined in a deed of composition, and proved for 3000l., retaining the premises in question as a security for the balance due to them. The company becoming possessed of the legal estate claimed to be entitled to the whole 3000l. To this bill a plea was put in by the defendants, to the effect that, in the year 1829, the plaintiff Roe had become bankrupt, that the usual conveyance from the commissioners to the bankrupt's assignees, vesting in them all the real estates then belonging to the bankrupt, was duly executed and enrolled, and that the bankrupt had not obtained his certificate. The property now in question, and which had been mortgaged to the company, had been purchased by the bankrupt since the date of that conveyance by the commissioners to the assignees. The question now raised by the plea was, whether the plaintiff, having been a bankrupt, could maintain such a suit as the present.

Mr. G. Richards and Mr. K. Parker argued in favour of the plea, and Mr. K. Bruce and Mr. S. Mortmaine were heard in support of the bill.

The VICE-CHANCELLOR decided the plea was bad, inasmuch as the property in question being real estate, did not pass to the assignees under the first conveyance, the property being subsequently purchased by the bankrupt; and until a subsequent deed of bargain and sale should be obtained from the commissioners by the assignees, the whole title and interest in the subsequently-acquired property was vested in the bankrupt himself. This suit, therefore, he considered, was maintainable.

Nes overruled.

VIOLATION OF A PATENT.

COURT OF CHANCERY—JULY 24.

BACON & JONES.—This appeal was opened last week by Mr. Richards, Mr. J. Parker, and Mr. Jones. The bill was filed for an injunction to prevent the violation of a patent, for a new kind of burner in lamps, and the Master of the Rolls dismissed the bill with costs.

Mr. WIGRAM now supported that decision. The patent was taken out some years ago. In August, 1834, the plaintiff knew that the defendants were making burners for lamps, on the same principle, and yet it was not till near August, 1839, that he came for an injunction. The Court, under such circumstances, never granted injunctions, but left the patentee to maintain his right by bringing an action at law, if he thought proper to do so. The defendant in the present case denied the validity of the patent, and the novelty of the principle. It was merely one to quibble combustion, by increasing the rapidity of the passage of atmospheric air, a thing known and acted on for years before the date of the pretended discovery.

At three o'clock the argument was postponed till Friday.

STOCKTON AND HARTLEPOOL RAILWAY.

VICE-CHANCELLOR'S COURT—JULY 24.

FARROW & VANSHATT AND OTHERS.—Mr. K. BRUCE moved for an injunction to restrain the defendants (who styled themselves a public company for making a railway from Stockton to Hartlepool, but who had not yet obtained an Act of Parliament for the project) from entering upon the land of the plaintiff for the purpose of their intended railway. The plaintiff held the land in question under a lease from the Dean and Chapter of Durham, which contained a reservation of certain rights of way to the lessors. The defendants, under some pretended grant or license from the Dean and Chapter, which they refused to produce, had entered on the plaintiff's land and begun cutting it up, but as the plaintiff contended the right of way authorised on such grant as the defendants alleged, the interference of the Court was now sought to restrain the proceedings.

The VICE-CHANCELLOR said, the grant set up did not appear to be authorised by the reservation in the lease, and therefore granted the injunction.

INFRINGEMENT OF PATENT RIGHT.

COURT OF CHANCERY—JULY 25.

BACON & JONES.—This was an appeal from an order of the Master of the Rolls, dismissing a bill filed to protect a patent for making a new kind of burner for gas lamps. The appeal was opened last week, and the arguments were concluded to-day.

The LORD CHANCELLOR gave judgment. The bill was filed to obtain the assistance of the court for the establishment of the plaintiff's legal right. Three courses were open to the court—to grant an injunction at once, to put the plaintiff on terms to bring an action, or to grant an injunction at the hearing. The plaintiff had not asked for an injunction until four years after the filing of his bill. During this time he had kept the bill hung over the defendants, and placed them in danger of being called on to account at the decision of the court for all the profits of their intermediate business. This was a course of proceeding which the Court could not countenance, and particularly as the plaintiff, after four years' preparation, had by no means satisfied the Court on the subject of the patent. Looking at these circumstances, his Lordship thought that the decision of the Master of the Rolls was a correct one, and that the bill must be dismissed with costs. His Lordship purposely abstained from saying any thing about the legal rights of the parties, as he did not wish to prejudice ulterior proceedings.

RAILWAY FROM NEWCASTLE TO EDINBURGH.

The following petition of the promoters of the intended railway from Newcastle-upon-Tyne to Edinburgh, was presented to the House of Commons, on Thursday evening, and ordered to lie on the table and be printed:—

The humble petition of the undersigned promoters of an intended railway from Newcastle-upon-Tyne to Edinburgh,

Sheweth,

That it would be attended with great public advantage if a railway were made between Newcastle and Edinburgh, in order to expedite the communication between the metropolis of England and Scotland.

That railways have already been constructed, or are in the course of construction, from London to Newcastle, from whence a most favourable line might be formed of 116 miles in length to Edinburgh, whereby the journey from London to that city might be performed in twenty hours.

That your petitioners being deeply impressed with the importance of this object, have caused surveys to be made, and other steps to be taken, for enabling them to introduce a bill into Parliament, at the earliest practicable period, for carrying the same into effect.

That in this endeavour your petitioners find themselves much impeded, if not absolutely defeated, by a standing order of your honourable House, requiring 10l. per cent. of the capital to be subscribed, to be deposited in the Exchequer prior to the application to Parliament.

That many persons who feel the importance of the said intended railway, and are interested in its construction, are nevertheless unwilling to advance so large a sum as 10l. per cent. of their subscriptions, to remain in deposit without any profit thereon, to abide the issue of a Parliamentary inquiry.

That your petitioners humbly conceive, that the object of the said standing order was not to check the progress of beneficial undertakings, but to prevent the formation of projects merely for speculative purposes.

That the public advantages of the national undertaking in which your petitioners are engaged are manifest, and ample security would be afforded against merely speculative subscriptions thereto, by the first deposit of a sum less than that required by the said standing order.

That your petitioners would willingly concur in the introduction of a clause in any bill which they may introduce to authorise the formation of the said intended railway, whereby it should be required that a given proportion of the capital should be paid up before the compulsory powers of the act were put in force; but the objection of persons to deposit large sums before the introduction of a bill, and under the uncertainty of its receiving the legislative sanction, renders it impossible for them to comply with the standing order of your honourable House to that effect, whereby the public are deprived of all the advantages of the said projected undertaking.

Your petitioners therefore humbly pray your honourable House, that the standing order of your honourable House, requiring a deposit of 10 per cent. on the capital required for any public works prior to the introduction of a bill to authorise the same, may be repealed or altered so as to require a less deposit.

J. G. CRAIG.

ROBERT BELL.

RICHARD HUNTER.

&c. &c. &c.

RAILWAYS IN IRELAND.

In the House of Commons, on Tuesday evening, Mr. FITZSTEPHEN FRENCH rose to move for a humble address to her Majesty, praying that she would be graciously pleased to extend to Ireland the advantages of railway communication. He said that this was a question which had met with much hostility, and been subject to much misrepresentation, but was, nevertheless, one affecting the most important interests of Ireland. The grounds on which he rested his motion were—first, that the present system of constructing roads in Ireland was bad; secondly, that the government plan for constructing railways recently proposed was well adapted to the wants of the country; and thirdly, that the security proposed for the repayment of the money advanced was sufficient. He thought that one advantage which would accrue from leaving the construction of railroads in the hands of government would be, that the ground would be obtained at a much cheaper rate.

An Hon. MEMBER here moved that the house be counted. Strangers were ordered to withdraw, but more than forty members being present, the gallery was re-opened, and

Mr. FRENCH continued: He regretted that the plan of the government should have been resisted, seeing the results which had followed the adoption of a similar system in Belgium. In that country the government had been enabled to construct their railways at one-third of the expense of those in England. The honourable gentleman then concluded by moving that an humble address be presented to her Majesty, praying that she will be graciously pleased to direct such measures to be taken as will secure to the different provinces in Ireland the advantages of railway communication.

LORD MORRETT did not rise to answer the speech of his honourable friend; for it was an eloquent and convincing one in favour of the measure which the government proposed, and of the principles which he had endeavoured to recommend for their adoption. His hon. friend must remember that he had been defeated, and compelled to abandon that plan. He had already stated that it was now his intention to allow private enterprise to step in and fill up the gap if possible. He therefore felt precluded from giving the sanction of the government to any project introduced at present. If at the beginning of the next session it was found that private enterprise was insufficient to complete those works, which all parties must concur in thinking so beneficial to Ireland, then it would be a matter of consideration whether the government would persevere with their plan. As it was, all that the motion of the honourable member required had been complied with, and there was no necessity to address the crown, for her Majesty had already appointed a commission which reported fully on the subject. The government had also done its duty by bringing forward a measure founded on that report. Whether the government would persevere with it in a future session, must, as he had said already, depend on the concurrence of Parliament.

Mr. WYSE was glad that the motion had been made by his honourable friend, if for no other purpose than the effect it had of eliciting the declaration of the noble lord, that the government had not relinquished altogether their just intention on the subject. The impression in Ireland, after the abandonment of the late measure by the government, certainly was that they would do nothing further in it, but leave the entire system of railroads in Ireland to private enterprise. The declaration of the noble lord would give the greatest satisfaction to the people of that country. Whenever the government brought forward their system, he (Mr. Wyse) should give it his warmest and most cordial support.

The CHANCELLOR of the EXCHEQUER rose to speak, but

An Hon. MEMBER moved that the house should be counted.

There were only thirty members present, and an adjournment accordingly took place at half-past eight.

BANK OF ENGLAND.—QUARTERLY AVERAGE OF THE WEEKLY LIABILITIES AND ASSETS, FROM APRIL 30 TO JULY 23, INCLUSIVE.

LIABILITIES. ASSETS.

Circulation £18,049,000 Securities £24,903,000

Deposits 7,053,000 Balances 3,780,000

£25,102,000 £28,683,000

Banking street, July 25.

The Rev. Dr. Buckland, professor of geology at Oxford, has just been elected corresponding member of the Institute of France, in the room of M. Rebol, recently deceased. Of eleven candidates submitted for selection, six were Englishmen.

THE IMPERIAL BANK.—The general opinion in Manchester now is—seeing that the bank did not redeem its pledge of re-opening on the 15th inst.—that that event will never take place. This feeling has become so general, that the holders of notes and ordered receipts, who are taking legal proceedings against the registered manager of the bank, are almost numberless. There are now two bankruptcies in the course of working who stand indebted to the bank upwards of 40,000l.—*Sheffield Iris.*

COMMERCIAL DISTRESS IN PARIS.—In the first fortnight of the present month no fewer than thirty-one bankruptcies were declared. Of these one was for a sum of 134,000l. sterling. Another for 48,000l.

BANK OF IRELAND.

The greatest interest is felt in Dublin to know the intentions of the British Legislature respecting the Bank of Ireland, and every exertion is making to prevent a renewal of the charter. A public meeting on this subject was held there on Thursday week, and was most respectably, although not numerously, attended, the directors, in fact, it is stated, together with their friends, canvassed in every direction to prevent a large assemblage, but they did not succeed in frustrating the object in view. The chief speakers on this occasion were Messrs. Dixon and Mooney, the latter of whom entered into a series of very interesting details to establish the fallacy of money monopolies in general, and that of the Bank of Ireland particularly.

"This bank," said this gentleman, "got its extensive privileges in times of commercial darkness; it has had them for fifty years, and how did it use them? Were they used for the benefit of the country, its commerce, its manufacture, or its agriculture? Is it not notorious that, as to its commercial bills, founded on shipments of produce, that the majority of them pass, not into the Bank of Ireland, but into the hands of others, and a great proportion of them leave this city and are discounted on the opposite shore? As to its bills founded on manufacture, few think of going to the Bank of Ireland with them, for if their time be beyond the bank limits of three, and sometimes two months, they are rejected, whilst the manufacturer who resides within twelve hours' sail of us sends his traveller over to Ireland, gives two or three months' credit on his goods; at the end of that period he draws bills at four and six months' date, which his own banks, formed on the joint-stock principle, and competing one with the other, most readily take from him. Show me the Irish manufacturer of any commodity that can give this credit—therefore it is, Sir, that our paltry manufactures and diminutive trade lingers out a sickly existence."

A comparison has often been made between the prosperity of the Scotch joint-stock banks and the flourishing condition of that country in consequence, and the drawback which the commercial interests of Ireland experience from the inadequate number and improper management of her institutions. No greater misfortune ever happened to the latter country, or has since been so much felt, as the failure of the fifty banks which occurred one after another previous to 1821. On this head Mr. Mooney says—

"The Scotch and the English have their own joint-stock banks; and when the man who expends his ten or twenty thousand pounds in building a factory and filling it with machinery finds his money exhausted, he goes, as a matter of course, to his banker, and most readily obtains a cash credit advance against his property to enable him to purchase the raw material, to enable him to wait its manufacture and sale, giving both him and his customers sufficient time to realise profitable returns. But turn to the administration of the public millions held locked up by the Bank of Ireland. Can any man get a cash credit there by depositing the security of his acres or his buildings? Not one. How, then, can a trade flourish here? How can any Irish trader compete with the trader on the other side of the Irish Channel or the Clyde, which can be reached in ten, or twenty, or thirty hours?"

He then went on to show the comparative state of the population and banking facilities in the divisions of Great Britain. His remarks on this head will repay and be found worthy of perusal, especially at this moment, when this topic is under discussion in the Legislature.

"In the town of Glasgow," he says, "there are thirteen banks to a population of 200,000, being one bank for each 15,000; in Dublin there are seven banks to a population of 240,000, giving one bank to each 37,000; in Edinburgh and Leith there are eighteen banks to a population of 160,000, being one bank for each 9000 inhabitants, or four to one against Dublin; in Manchester there are fourteen banks to a population of 200,000, being one to 13,000 inhabitants, three to one against Dublin; in Liverpool there are sixteen banks to a population of 160,000, being one to every 10,000, nearly four to one against Dublin; in Birmingham there are eleven banks to a population of 145,000 inhabitants, being one to 13,000 inhabitants, three to one against Dublin; in London there are ninety banks and thirty great discount houses against a population of 1,500,000, being one bank for each 13,000, full three to one against Dublin. Let us now compare some of the secondary towns on the other side with corresponding ones here. Bristol has seven banks in a population of 117,000, being one to 17,000. Cork has four banks to a like population—nearly two to one against Cork. Leeds has eight banks in a population of 120,000, being one to 15,000; whilst Limerick has but four banks to a population of 80,000, one in 20,000. But Cork and Limerick do not suffer so much as Dublin and the vast district of fifty miles around, which languish under the perpetual and chilling cloud of the bank monopoly. Let us look to Drogheda for instance. There the genuine effort of national enterprise manifests itself. To that town one may look with pleasure, and behold what an intelligent and industrious population can effect. Several flax and cotton mills have been built there within the last seven years—some by private capital, more by joint-stock subscription; but all doing well, and at full work. Yet here, over this, one of the brightest and busiest spots in Ireland, monopoly hangs its dark and eternal cloud. Then let us look at some of the little towns on the Scottish side, and compare their banking facilities with Drogheda, Dundalk, Newry, and other towns within the proscribed circle. Aberdeen has eight banks to a population of 58,000, being one to 7000. Drogheda, with its population of 18,000, has one bank, and that the least accommodating in the United Kingdom. Thus Aberdeen has five to two against Drogheda. Montrose has five banks, in a population of 12,000. Drogheda has had one in a population of 18,000—six to one against Drogheda. Dundee, the natural rival of all towns in Ireland engaged in the manufacture of flax and linen—Dundee, with its population of 45,000, has ten banks. Drogheda, one of its Irish rivals, has but half a bank to its population of 18,000—thus the manufacturer of Dundee has an odds of five to one, indeed ten to one, against Drogheda. And is the Drogheda population an idle, disorderly, pauper population? No such thing. There is not in the United Kingdom more industry, more enterprise, and intelligence, more public spirit, and more loyalty, than are to be met with amongst its inhabitants; they are builders of ships, they are builders of factories, they are traders to distant countries; and why, in the name of Heaven, should their enterprise be chained to the car-wheel of the monopoly of Collage-green?"

It will, perhaps, be contended in return, that Ireland, being so much poorer in a mercantile point of view than either England or Scotland, could not find use or employment for, or maintain more institutions than she at present possesses; but, in answer to this, we think it may in truth be said that the want of these institutions has been, and is, one of the main causes of the want of money and employment; for, where free banking and financial operations are enjoyed, a much more wholesome state of things is exhibited. Too many banking establishments, and an unlimited issue of paper or accommodation, constitute, no doubt, a state of things exceedingly dangerous and pernicious to the general interests of the country, and would soon, as was the case in 1825 and since, work out its own destruction; but the same causes which would occasion a large number to rise if the present restrictions were removed, would also operate as a check against an excess. The monopolies of the Bank of England and the Bank of Ireland are certainly very detrimental to the prosperity of the country. They seldom render any assistance or do good, but are constantly creating miseries and annoyances of every kind. What can more forcibly show this than the present conduct of the Bank of England? The directors of that institution by their legislation have occasioned a perfect cessation of business of an extensive nature, and worked up the minds of the public to the greatest height of excitement and anxiety; yet here they leave matters without apparently even condescending to state whether it is their intention or not to proceed with the restrictive measures of which they have given notice officially. Mr. Dixon, the first speaker at the meeting in Dublin, moved the following resolution, which was carried unanimously:—

"That this meeting, having heard with the deepest alarm of the intention of the Chancellor of the Exchequer to propose to Parliament a bill for the renewal of the Bank of Ireland Charter, do, in the strongest terms, protest against the contemplated measure, as it is opposed to the commercial prosperity of the country, and at variance with the promises held out by government, that the restrictions imposed by the present charter should not be continued."

DEAN FOREST COMMISSION.

In the House of Commons, on Friday week, on the motion of Lord Granville Somerset, the following accounts were ordered:—

"Of the number of days on which each of the Dean Forest Commissioners, under the Act 1 and 2 Victoria, c. 43, attended in the execution of their duties."

"Of the amount of salary paid to each commissioner."

"Of all sums paid no salaries or allowances to other individuals, distinguishing their names, holding situations under the commission; specifying the duties which they have performed."

"Of all sums expended in defraying the contingent expenses of the commission."

"Of any expenses attending any awards which have been made, and of the dates of the several meetings held by the commissioners; these accounts to extend from the appointment of the commission to the 25th June, 1839."

ORIGINAL CORRESPONDENCE.

ON THE MANUFACTURE OF ZINC.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In reply to "A Metal Merchant," I shall endeavour, once and for all, to satisfy you and your readers—for I fear nothing will convince your correspondent that I have not advanced any thing but facts, and that I can confidently maintain them. I am aware that, as anonymous correspondents, our assertions must be looked at with a jealous eye; we may be very sincere in our expositions of the state of the zinc trade and its manufacture—we may err from ignorance, or we may be biased by prejudice or self-interest. I have but little to add to my former communications, but it is only due to "A Metal Merchant" (who, upon this occasion, although he "flatly contradicts" me, is more courteous, and more reasonable) that I should notice his letter. He tells us that he "shall content himself with re-stating his opinions," and he then at once proceeds to say, that "the consumption of spelter in this country may be 4000 tons; this, Sir, is one of my 'facts,' and now, for the first time, advanced as one of your correspondent's 'opinions,' for on this point he has hitherto been silent, and would have led us to believe that 2500 tons of spelter, or, as it would now appear, rolled spelter, or sheet zinc, was the full extent of the manufacture abroad at the present time, although now free to admit that the make of zinc is 20,000 tons annually—"A Metal Merchant," again adopting my figures. We are next told, that "to obtain a home production" of 4000 tons annually, we must compete with a foreign production of 20,000 tons. Why, Sir, in the limited make of this country at the present time, say of 1000 tons, we are competing with a foreign production of 20,000 tons. But, let "A Metal Merchant" meet me fairly, and admit the correctness of my position, and I then think he will be equally ready to correct the incorrectness of his conclusions. My position is this, that with an abundance of materials in this country, zinc or spelter may be manufactured (for that which I some months since assumed as probable has now been proved), by an improved process, at a remunerating price, so as certainly to render the import of foreign spelter unnecessary, if not to supersede its use generally. That I am borne out in this assumption, a few words will suffice to prove. "A Metal Merchant" says that foreign zinc has been sold at 71, 91, and 101. per ton. I will not presume to "flatly contradict" him, but perhaps he will inform you, Sir, when and where, and in what quantities: I have not returns to refer to at this moment, but I think I may venture to say, that if such be the fact—and which I am not prepared to admit, it has been some isolated instance, arising out of extraordinary circumstances. He proceeds then to observe that spelter in this country has never been made at a less cost than 161. to 201. per ton—I did not dispute this statement in my last; I will allow that such has been the price, but that it may be made at one-half that cost I am much disposed to believe, and I speak "with authority," an expression of which your correspondent appears to make light, but which I could wish might be applied equally to his communications.

Your correspondent states that "a large manufacture of spelter in this country cannot be profitable, under existing circumstances—first, because it would raise the value of the ores by an increased demand, and," he then adds, "I must flatly contradict 'H. E.'s' assertion, that any such quantity of black-jack is permanently attainable at 30s. to 40s. per ton." On my part, I must, Sir, deny the correctness of the "assertion" made by "A Metal Merchant." I would not for a moment imply that such is not his conscientious belief, and he may have been so informed, but, Sir, will he tell us whether he has visited the mines of Devon and Cornwall, North Wales, the Isle of Man, and Ireland? Will he still advance his "assertions" against facts?—for I confine myself to "blende," and do not include "calamine." Will he allow the authority of Mr. De la Beche (whose opportunities of collating information, and ability to form "opinions," I think "A Metal Merchant" will admit are superior to his and mine) to have weight in the discussion? If the latter, he must allow that "blende" is one of the most abundant minerals in Great Britain, whether as a mineral *per se*, or found in combination with others. I repeat that contracts for 20,000, say, 50,000 tons annually, may be immediately entered into, at the prices quoted by me, and with parties whose character and ability are beyond all doubt.

Thus much for the first objection. "Secondly, The production of an additional 3000 tons of spelter only, would cause such a reduction in price as would entail loss on the home produce, without incapacitating the foreigner." On what grounds your correspondent bases his argument, I am at a loss to judge. I have already shown that zinc can be manufactured here at a remunerative price, and while there is a demand, it is absurd to talk of home or foreign production. Your correspondent, then, takes it "for granted," the increase in this country was to be in rolled spelter or sheet zinc," as he really could not conceive how an extension in any other branch of manufacture to which zinc is applied could be conjectured—"the brass trade, being too steady and weighty an affair to be acted upon as quickly as the case would require." This at once displays the confined knowledge of your correspondent, who really, I should suppose, Sir, does not read that which he very properly designates "your very useful and respectable Journal." The letters which appeared in your last Numbers from Mr. G. F. Muntz, and from your very able and intelligent correspondent, Mr. Frederick Burr, tell us, that in the manufacture of Mr. Muntz's patent metal, for which there is an increasing demand, zinc forms a large proportion in the alloy or combination, to produce the "Yellow Metal." I believe, the proportion is as about two-fifths of zinc to three-fifths of copper. The manufacture, at the works in this neighbourhood alone, produce from thirty-five to forty tons of "yellow metal" weekly. If, then, I assume that thirty-five tons are made here, we have a consumption of fourteen tons of zinc per week, or 700 tons per annum alone, in this manufactory; while, if we look around us, we find that zinc is now becoming general for building purposes, as roofing, cowls, gutters, &c., besides for domestic uses. I do not intend to enter, on the present occasion, into the subject of the economy of the manufacture of zinc—this subject I leave for an article for your Review.

I must, however, before closing my letter, note those points where figures are introduced by "A Metal Merchant," or such parts in which I am flatly contradicted. Your correspondent says, he "can positively assert, that it is going out of use for many purposes, although it may increase by its application to new objects." I have no objection to let this "opinion" stand, for if the consumption of zinc increases, what matters it to the manufacturer whether it be applied to one purpose or the other. "To expect the increase, by driving the foreigner from foreign markets, is a folly," says "A Metal Merchant," "of which I do not expect 'H. E.' to be capable." Now, Sir, I beg to proclaim my capability of proving, that is, if I am correct in my premises, that zinc can be manufactured here at a less cost than abroad, in which case, we should be able to compete with the "foreigner," and should render to India, France, and other consuming countries, British, instead of Foreign spelter, for it is notorious that much comes to this country to be exported to others.

We are next told, that your correspondent has "known calamine contracted for, on the Continent, at equal to 12s. per ton, and has been informed, on authority, that coals, in some spelter districts, are obtained at 6d. and 1s. per ton." Now then, Sir, for figures—

4 tons calamine at 12s. per ton	£2 8 0
30 tons coal at 1s. per ton	1 10 0
	£3 18 0

Thus, taking the larger quantities, assumed by "A Metal Merchant" in former letters, foreign spelter can be made with a cost of 31. 18s. for the materials, and as it cannot be made here at less than 161. per ton, and the price having for the past twelve months ranged between 161. and 231. per ton, it is only fair for us to assume, that the wide margin of 41. and 141., after the payment of labour, land carriage, and freight, leaves a very large profit to the foreign manufacturer, and yet, in former correspondence, I have seen it stated, and which is, I believe, admitted by "A Metal Merchant," that foreign spelter cannot be introduced into this country under 41. per ton, to which a duty of 24. per ton is to be added.

I have my own further observation to make, which is, as to the "skill" displayed abroad in the manipulation of this metal. Your correspondent and I are agreed on this point; there can be no doubt that the foreigner is more skilled, and it is the application of that skill, which I wish to see introduced here; this has been my object throughout, for I am bold enough to throw down the gauntlet, and say that whatever skill there may be dis-

played in foreign countries, England will never be behind in its application, possessing as we do equal talent and ability, if not ingenuity.

We have in many instances shown the superior powers we possess, and while we must admit the superiority of our continental neighbours in their scientific knowledge, appertaining more particularly to chemistry and metallurgy, we may, "sans peur et sans reproche," I think, fairly borrow of them occasionally, and boast of our own acquirements in the arts and manufactures.

Sussex, July 24.

I am, Sir, yours, &c.,

H. E.

[We give insertion to the communication of our correspondent, "On the Manufacture of Zinc," but could wish that the facts or opinions set forth were more concise, as they occupy more space than we can well afford. Will "H. E." furnish us with the promised paper for the Review?—Since writing the above, we have received the following, to which we also give insertion:]—

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—It is too frequently the case that false data are assumed, and arguments built on them. Of this character is the second letter of your correspondent, "A Metal Merchant," which is, however, so much less vituperative, and he so much more acquainted with his subject, I can scarcely believe it is the same party. First, as to his *quere* as respects the "name." Zincum, or zinc, is the name of the pure metal—spelter, the "article of commerce," containing a large portion of the metal, "zinc." Therefore, the cake may be properly called spelter, and the sheets, being refined before rolling, are perhaps correctly called "zinc" sheets. To resume my position—the "Metal Merchant" assumes the present production abroad at 20,000 tons, and asserts that when the price was reduced to 71. (when 91., and 101.), it did not create any "apparent cessation of production"—this I wholly deny. In 1825, when the duty was expected to be, and was reduced to 141., from 281. 10s., a false speculation drove the price up from 201. to 401. per ton, and the make abroad was increased from 12,000 to 18,000 tons in that and the following year. But from the absence, then, of real demand, the prices fell ruinously, and the production "decreased," until the late extension in the consumption of the metal in sheets (and which is now in its infancy) has created the present justifiable make, inasmuch as the prices are tolerably equitable (for so speculative an article), at from 181. to 211. And so far allowing English make (principally used for brass purposes, as it is not yet proved whether it will roll) to be remunerative.

The "Metal Merchant" grants the consumption in England to be 4000 tons (I should say nearly 5000 tons, including English make) the English he puts down at 1000 tons. Admitting this, upon his own position, a field open for this country's make of 3000 tons, but why, when an increase in consumption of 1000 tons, lately, is admitted, 10,000 "ought" to have been, to "justify" an additional make in this country of 3000 tons, I cannot fathom. Nor why, upon the same basis, this additional make would cause "such a reduction in price as would entail loss on the home produce," when it is perfectly clear it would not "incapacitate the foreigner"—for the "Metal Merchant" does not expect even "H. E." will be guilty of the "folly" of "driving the foreigner from foreign markets." And, upon this last assumption, why, "in order to obtain a home production" of 4000 tons, "we must compete with a foreign production of 20,000 tons." I cannot understand. The competition is, and must be, as to "price and adaptation for use," and not as to "quantity," for the country can only take its consumption, come from where it may.

"A Metal Merchant" speaks of "re-stating his opinions," but in the present letter, shifts his ground very materially. He confined himself before to saying spelter "could not" be profitably made here under 161. to 201., and the vend of the quantity of sheets he named, and the general consumption, was not "likely to be extended." My argument was, science "might" effect a reduction in the expense of smelting, and there was every "proof" of a "regular gradual increase in the uses of the sheets." As to the question of the value and abundance of the ores, and the prices of coals and labour, I contend that is not the point, for unless a "new method" is discovered in England, to reduce the now required "quantity" of fuel, competition with the foreigner cannot exist. The mineral here is most abundant, is now almost valueless, and if made available (from its occurring in mines to an immense extent, where other minerals are the object), would be inexhaustible, at low prices. As to coal, taking dust coal at "H. E.'s" limit, with the quantity now required, how can it contend against coals in Poland at 6d. and 1s. per ton (admitting this is only surface coal, and which when mined for must come higher), and a mineral to contend with less stubborn than our blende? While upon points of difficulty, I would also notice the necessity of attention to the ores to be treated in this country. We all know in lead that the production of some parts of England will not roll—whether from the presence of antimony, or from what other causes, I will not stop to inquire; it may not be even chemically defined, but is practically known to the dealer; however, as the great and extending consumption of zinc is in sheets, it behoves that this point should be well attended to.

I wish "H. E." had given us his promised information. He may depend upon it, publicity is the best mode of testing his assertions, which, to say the least, are startling, but which, if "proved," may open a new era, in bringing a dormant ore into active use; and if so produced, with adaptation for every use, may affect the "foreigner even in foreign markets," besides securing our own consumption under even a small protecting duty.

A. B.

London, July 22.

NEW DESCRIPTION OF FUEL FOR STEAM PURPOSES.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—A new description of fuel for steam purposes has lately been invented by Mr. Stirling, of Linthouse; and an experiment to prove its superiority over even the best Welsh coals, was made last Saturday, at the furnaces of Messrs. W. Fairbairn, engineers, at Mill Wall, Bankside, under a high-pressure engine, during the long period of eleven hours, with the most perfect success. The saving in fuel alone was not less than twenty per cent. in comparison with that description of the best coals usually used in the works of these gentlemen; and the space occupied by Mr. Stirling's fuel was also one-third less than that usually set aside for coals. The Lords of the Admiralty have directed another experiment to be made of the properties of this fuel at Deptford, where should it be equally successful, a new era will speedily be created in steam navigation, the superiority of Mr. Stirling's invention being made manifest in a considerable saving in expense, in the creation of a much more powerful heat than can be raised from the same quantity of coals, and what is still more important, in an immense saving of room on board ship.

Knowing, as I do, the interest which you and your readers take in steam improvements of every description, I think that I cannot do a greater favour to the *Mining Journal* than to call their attention, and also yours, to this new invention.

I have the honour to be, Sir, your most obedient servant,

London, July 23.

A CONSTANT READER.

GALVANIZATION OF IRON.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—A friend put into my hand your paper of the 20th instant, drawing my attention to some correspondence on the subject of zinc, in which a controversy seems to have been entered upon between "A Metal Merchant" and "H. E." Who he is, or they are, I do not profess to know; but it surprises me that any one competent to write the letters in question should have omitted to notice in a discussion about the price of production, and the extent of consumption, two important facts. First, as to the cost of production, that *lapis calaminaris* is found in this country in abundance, and can be got for 8s. to 10s. per ton, which is twenty per cent. under the price quoted by "A Metal Merchant" for German ore, but who, to make the furnace smelting cheap, tells us of coal at 6d. to 1s. per ton!!! To contradict in this case would be much easier than to believe; but were faith as ductile as gold, one could not forget that this is the country in which coal is cheapest; and, although very small clinker, as it is termed, can be obtained gratuitously at the pit's mouth, yet it is to the consumer's advantage (if he be a smelter) to pay for large and strong coal, the cost of transit being the same in both cases. I must therefore concur with you, Mr. Editor, in thinking that the "Metal Merchant" wrote "with a particular object," the more so, since he, as a merchant, makes no allowance for his own commission on selling his foreign correspondent's spelter, nor for the freight of it to this country, nor for various subtrahenda which figure largely in the aggregate of charges, and diminish greatly the proceeds of actual sales. And

now a word on the probability of an increased demand, for no production implies. Upon this, "A Metal Merchant" remarks, "the production of an additional 3000 tons of spelter only would cause such a reduction in price as would entail loss on the home produce, without incapacitating the foreigner." Why, truly, Mr. "Metal Merchant," this is begging the question. Can it be imagined that any man would set about making zinc, without first inquiring whether he had a fair prospect of consumers for as much as he should make? But let me draw your attention to an advertisement of M. Duclos, in the first page of your Journal; and also to another in page 22, headed "British Galvanization Company." What, then, if M. Duclos should drive white lead paint into shadow, and substitute zinc paint in its place? What, if iron steamers should supersede hearts of oak, and be covered with zinc to prevent their oxidation? What, if steam boilers should be rendered more durable, and preserved from gradual decomposition (terminating in explosion) by the application of this not properly appreciated process? What, if a million and a half in annual value of tin plates be displaced by zinc plates? What, if copper bolts and copper sheathing, and the scarcely less expensive Patent Yellow Metal, be superseded by either Crawford's or Barrett's patents? What number of tons of zinc will then be wanted?

But I shall not attempt to work out the problem. I have presented a few elements, which must not be omitted by those who are desirous of bringing it to the Q. E. D., and there, for the present, I leave it.

I am, Sir, no merchant, but your humble servant,

Pio Iaxo.

[*Pip-Iron* has our thanks; we concur with him in his views, that the use of zinc is in its infancy, and may be applied to "smeared iron," and in a great measure supersede the use of tin.—Ed. M. J.]

"BUBBLES! BUBBLES! BUBBLES!!!"

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Behold the beautiful motto to one of your correspondent's communications! To blow "bubbles" has often been the employment of children of the weaker sort, but how you, Mr. Editor, and your wise correspondent, can join in such a sport, I very much wonder. Besides, there is something worse than sport in your mode of proceeding—you not only amuse yourselves, but you try to injure others; you cast firebrands, arrows, and even death, as far as you can, and if you think you have produced any painful effect you glory in it! Now, Sir, you know that it is a characteristic of a generous mind to avoid giving pain unless it be to produce some greater good. Your sapient correspondent thinks, to be sure, that you have done a wonderful deal of good by "causing dismay in Gracechurch-street," and fear and trembling among the directors of the "Talacre Coal and Iron Company," but if this be all the good which you, by his assistance, have done, it is a "bubble" indeed, and is already burst, and amounts to nothing of the injury which he intended; but the injury is to his own mind! I say to his own mind, for I think it impossible that any person can concoct, and nourish, and then utter to the world, in the *Mining Journal*, such a number of spiteful epithets, and gross positive falsehoods, as are to be found towards the latter part of your "bubbles," without contaminating his own mind, and making that which was black before still blacker. I speak advisedly, when I say that your correspondent has asserted, as of "his own knowledge," what is not true, but positively false!!! Now, I ask, is it creditable to the *Mining Journal* to be going on from week to week in assertions against the "Talacre Coal and Iron Company," as if it was an object to be shot at by every sportsman, and barked at and worried by every cur? Pray give over your pitiful warfare, which you may be assured will tend to no good.

I remain, Sir, yours, &c.,

A LOOKER-ON.

[It is our object, at all times, to make our remarks solely on the proprieties or estimates of companies as they come before us. We lend ourselves to no parties, and when "Bubbles! Bubbles!! Bubbles!!!" present themselves, we endeavour to blow them up. We insert the letter of our correspondent, and in another portion of our columns will be found an article referring to proceedings at a meeting held lately in Dublin.—Ed. M. J.]

ENGLISH, SCOTCH, AND IRISH PATENT GALVANISED OR ZINCED METAL COMPANY.

DIRECTORS.

William Crawshaw, Esq.
John Crockett, Esq.
Joshua Walker, Esq.
Philip Hardwick, Esq.

William Routh, Esq.
W. Hamilton Peppis, Esq., F.R.S.
Ralph Foxwell, Esq.
John Braithwaite, Esq.

Bankers—Messrs. Glyn, Harbuz, Mills, and Co.

Solicitors—Messrs. Swain, Stevens, and Hunt.

Consulting Chemist—W. T. Brande, Esq., F.R.S.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Inquiries were made by a shareholder in the British Galvanization of Metal Company, through the medium of your last Number, which prompts me to make similar inquiries of you, respecting the English, Scotch, and Irish Patent Galvanised or Zinc Metal Company, in which I am a shareholder. You refer your former correspondent to the solicitor of the first-mentioned company, but I do not wish to be referred to Messrs. Swain, Stevens, Maples, Pierce, and Hunt. I write to ascertain, through other channels, why the following directors disappointed the public, by desisting from an undertaking promising such great advantages both to the proprietary and the country?

I annex the names of the directors, and am,

Sir, your obedient servant,

A SHAREHOLDER.

[We are really unable to afford the information which is very naturally requested by our correspondent, but we readily give insertion to his letter, as the most likely means of obtaining it. From the great respectability of the names in the direction, we trust that some of those gentlemen will at once come forward with the required explanation, after having been thus publicly called upon. We had been given to understand, some months since, that the deposits had been returned.—Ed. M. J.]

THE MAILS BY STEAM TO THE BRAZILS, BUENOS AYRES, &c.

A memorial to the Lords of the Treasury is now lying for signature, on "Change, accompanied by a statement to the following effect:—"The Lords of the Treasury having approved of, and the Post Master General having consented to, the mails for Brazil and Buenos Ayres being conveyed by steam-packets of great power and tonnage—a question has arisen whether those steam-vessels should deliver the mails out at Pernambuco, to be transmitted thence to Rio de Janeiro by the line of Brazilian steam-packets recently established on the coast of Brazil, and from Rio to Monte Video and Buenos Ayres by another line of coast packets under another flag—or, as originally proposed, for the large steamers from this country to take the mails all the way to Buenos Ayres, calling at the intermediate ports of Pernambuco, Bahia, Rio de Janeiro, and Monte Video. The Treasury wait an expression of the opinion of the merchants and manufacturers chiefly interested; and there can be no doubt that that opinion will be in favour of the latter, for the reasons set forth in the accompanying memorial,—viz. to avoid the delay to mails and passengers which would attend their changing vessels twice on the passage, and the extra risk they would run under a foreign flag." The memorial sets forth, that, independently of the trouble, delay, and inconvenience to which the mails and passengers would be exposed by being shifted twice on their passage, both out and home, they would run the risk of being entirely stopped in case of disagreement at any time happening between the governments of the Brazils and Buenos Ayres, with those of France, the United States, or any other country, to the great injury of the revenue. The memorial continues,—"Under a conviction that nothing short of a direct and continuous line of powerful steam-vessels will be found adequate to the accomplishment of so desirable an object, as the constant, regular, and speedy communication between the United Kingdom and Monte Video, Buenos Ayres, and the Brazils, such as proposed to your lordships by Mr. Morgan, your petitioners pray that your lordships will take the same into your most serious consideration, and by adopting the direct line to Buenos Ayres, calling at the intermediate ports of Pernambuco, Bahia, Rio de Janeiro, and Monte Video, afford to commercial correspondence and the commercial traveller all that security and expedition which the British flag is capable of granting."—*Memorialer Guardian*.

EXPORTATION OF THE PRECIOUS METALS.—The exportation of the precious metals from the port of London to foreign ports for the week ending Saturday last, is as follows:—Gold bars to Hamburg, 2172 oz. Gold coin to Hamburg, 2738 oz. Silver coin to Calcutta, 26,833 oz. & British West Indies, 1560 oz. & Mauritius, 13,445 oz.

RAISE OF IRELAND.—An advance of 3 per cent. took place in bank stock this day. The bank directors have reduced their charge on letters of credit on England from one-fourth to one-eighth per cent.—*Dublin Post of Tuesday*.



GREAT WHEEL CHARLOTTE MINING ASSOCIATION.
—Notice is hereby given, that a SPECIAL GENERAL MEETING of this Association will be held at the George and Vulture Tavern, on Saturday, the 10th of August, at Three o'clock precisely, for the purpose of receiving a Report upon the present state of the Mine, and for providing further funds.
In, Laurence Pountney-hill, July 25.

THE ALFRED LIFE ASSURANCE AND MUTUAL ANNUITY ASSOCIATION, 51, Old Broad-street.

DIRECTORS.
Duncan Davidson Altes, Esq.
Sir Ives Raymond Barker, Esq.
Samuel Bosanquet, Esq.
George Fr. derick Dickson, Esq.
Hon. E. H. Grimston, M.P.
Joseph Jellicoe, Esq.
Wm. James Maxwell, Esq.
TRUSTEES.
Duncan Davidson Altes, Esq.
Granville Sharp, Esq.
AUDITORS.
Edgar Corrie, Esq.
David Powell, Esq.
Physician Thomas Turner, M.D., 31, Curzon-street, May-fair.
Consulting Surgeon—Alexander Shaw, Esq., 25, Henrietta-street, Cavendish sq.
SECRETARY.—Anthony Highmore, Esq.
SOLICITORS.—Messrs. Malby and Otter, 54, Old Broad-street.

The Alfred Home and Foreign Life Assurance Association is founded by a proprietary body, offering to the assured at once all the security of a subscribed capital, in addition to the eventual advantages of a mutual Life Assurance Company. Assurers are admitted to the same rights as the shareholders. Four-fifths of the profits divided every five years among the assured by addition to their policies or reduction of their premiums. Advances made to parties assuring on giving security for future premiums. Assurers may reside in any part of the globe without paying an extra premium by an arrangement for a stipulated deduction from the sum assured in case of death abroad. The purchasers of annuities are treated as a separate body, their funds are kept distinct from those of the Life Association, and four-fifths of the profits arising from annuities are divided among the annuitants every three years by way of bonus. The usual commission will be paid to solicitors and agents.

PUBLIC COMPANIES.

MEETINGS.	
London Cattlehouse Company	1, Samsbrook-court, July 27, 12.
Cedropo Mining Company	27, Austin-frize, 19.
British Salt Company	George and Vulture, 30.
St. Hilary Mining Company	15, Great St. Helen's, 30.
Kellierie Mining Company	London Tavern, 30.
Phoenix Gas-Light Company	Bridge-house Hotel, 31.
United Mexican Mining Association	London Tavern, 31.
Danvers Mine	Office, 25, Birch-lane, 31.
De Donville Mine	Office, 25, Birch-lane, 31.
Argona Iron and Coal Company	9, Liverpool-street, 31.
Cadongga Mining Association	Office, 9, Nicholas-lane, 31.
British Annuity Company	20, New Broad-street, August 1.
Duke of Cornwall's Harbour	London Tavern, 1.
West Cork Mining Company	New Broad-street-court, 1.
London and Birmingham Railway	Euston Station, 2.
British Rock and Patent Salt Company	6, Great Winchester-street, 3.
Commercial Gas-Light and Coke Co.	London Tavern, 8.
Bedford Mining Association	London Tavern, 10.
Bahia Steam Navigation Company	George and Vulture, 10.
Great Wheel Charlotte Mining Co.	George and Vulture, 10.
Great North of England Railway	Darlington, 20.
Sheffield and Manchester Railway	Tunlike Hotel, Sheffield, 28.

CALLS.	
Galveston Planters' Association	10, Adam-street, Adelphi, July 30.
Cambrian Iron and Steel Co.	24, 1, Aug. 1, London Joint-Stock Bank.
Wheal Morgan Mine	1, Barnette, Horse, and Co.
British and American Steam Nav.	1, Paget, Bainbridge, and Co.
Sheffield and Manchester R'way	1, Smith, Payne, and Smith.
Wheal and Exeter Railway	1, As former calls.
Wherry Mining Company	1, As former calls.
Bedford Consolidated Mining Co.	1, Bonquet and Co.
Moss Gosses Mining Company	1, Barclay and Co.
Perran Consols Mining Company	1, Vere, Sage, and Co.
Birmingham and Derby Junction	1, Glyn, Halifax, and Co.
New Granada Mining Company	1, Spooner, Attwood, and Co.
South British Cotton Company	1, Adam-street, Adelphi.
South Eastern Railway	1, Glyn and Co.
Shymery Iron Company	1, Laurence Pountney-hill.
Royal Santiago Mining Company	1, Wright and Co.
Commercial Gas Company	1, Oct. 50, King William-street.

DIVIDENDS.	
Mexican and South American Company	5s. per share New Broad-st., Aug. 1.
Wicklow Copper Mining Company	8 per cent. 22, Tokenhouse, 1.
Shymery Iron Company	2s. per share Office 1.
London and Westminster Bank	Lothbury, Sept. 10.

NOTICES TO CORRESPONDENTS.

MINES OF IRELAND.—In reply to several correspondents, we have to state that a short article, with the tabular statements in detail, referred to in our last, will appear next week.

MINING REVIEW.—The next Number of this publication, furnished gratis, as a Supplement to the Mining Journal, will be given next week, or may be had separately, on the 1st proximo, at any bookseller. It will contain the communication of Prof. Kersten, with the paper of Herzelin, and other interesting matter.

THE MINING JOURNAL,
Railway and Commercial Gazette.

LONDON, JULY 27, 1839.

Thanks to the powers of locomotion, we have been enabled, in an almost inconceivable short space of time, to collect evidence of a most satisfactory nature at Leeds, Manchester, and Liverpool, in the pending action "W. M. THOMAS, the Editor of the Mining Journal," and when the extent of country over which we have travelled is considered, the numerous parties with whom we have had interviews, and the documentary evidence collected, not to advert to the time consumed in committing facts to paper, the great advantages of railway communication must be duly appreciated. We have thus been enabled to meet an action, the alleged libel on which it is grounded, involving the proceedings of six different companies, with but a brief space of time to obtain the required proofs—while it will, doubtless, be gratifying to our readers to learn, that we have invariably met with the kindest reception, and a general desire expressed to afford assistance.

It would not, of course, be prudent, nor should we be justified, in stating, on the present occasion, what is the nature of the evidence acquired, but we cannot avoid affording our readers this information—that at Leeds, at Manchester, and at Liverpool, we collected much valuable evidence, such, indeed, as will, we trust, ensure to us a verdict. All this was acquired in three days, during which time we travelled over at least 350 miles.

In our second application, on Saturday last, to change the *rescue*, counter affidavits were put forward by the plaintiff and Mr. HENRY TAINE, the Secretary, stating that the cause of action originated in the county of Cornwall, that numerous and important witnesses were resident in that county, and who it would be necessary for the plaintiff to examine. Under the circumstances of conflicting statements appearing in the affidavits on both sides, Lord DENMAN declined acceding to our application, and hence we shall be compelled to go to trial at Bodmin on the 1st of August next, having ten clear days, from the time of notice being first given, to prepare briefs for counsel, and to arrange the necessary evidence.

Wide as are the diversities of opinion which we are accustomed to meet with, both in the public press and in the sentiments of individuals, there are some extremes which must still afford matter for surprise, and call for observation and remark. The introduction of railways has ever been looked upon by us, and, indeed, by all, or nearly all, with whom we are accustomed to converse, as a

vast benefit to the world in general, and to our own industrious country in particular. To remove the barrier which space so often places between friends and relatives, between the farmer or the manufacturer and the markets, where alone their produce is of value, between the pent-up citizen and the invigorating air of the country, to facilitate the intercourse carried on between the most distant parts of the kingdom, and, in fact, hereafter of the world itself, all these objects had appeared to us of paramount importance to the continued progress of the social system, and as among the highest benefits which the efforts of science and the outlay of capital could bestow. Entertaining such sentiments, then, it was with no small surprise that we have just read in the columns of a morning paper (the *Herald*) the passages which we now copy, in which the introduction of railroads is stigmatised as "another revolutionary movement"—as, in fact, one among the many sources of the present Chartist agitation!

In justice to our contemporary, we will, however, transcribe the paragraph alluded to entire:—

"The establishment of railroads, again, is another revolutionary movement—a movement which will annihilate tens of millions of property, and throw out of permanent employment tens of thousands of labourers, through whose ministrations the old system of travelling was maintained. In reviewing, in short, the whole course of our recent legislation, nothing meets the eye of the inquirer, except flagrant and most mischievous violations of that principle which our legislators affect to hold sacred—the principle of property."

Such are the opinions promulgated by our contemporary—how far they will bear examination, we may now proceed to inquire.

The startling announcement, that railways are a "revolutionary movement," rests entirely upon the assumption that they will "annihilate tens of millions of property," and that they will "throw out of permanent employment tens of thousands of labourers." If these are, indeed, the results, and the only results, of railway communication, it is possible that there may be some truth in our contemporary's statement, although it must excite much surprise that our capitalists should be so blind to their future interests, as heedlessly to be laying out millions, aye, and "tens of millions," too, merely to precipitate a revolutionary movement, from which they would be the earliest and most severe sufferers. A little examination will, however, detect two or three gross fallacies which completely vitiate, or rather annul, the deductions made by our contemporary, and place matters in a very different light to that in which he has presented them to his readers.

In the first place, then, as regards the annihilation of property—we broadly affirm that such is not the case; railways do undoubtedly, to a certain extent, *deteriorate* existing property, but they have this effect only in common with every other improvement, which marks the progress of civilised society. A more perfect instrument or machine of any kind was never yet produced, which did not render less valuable the contrivances for effecting the same purpose which were previously in use, nor was a great town or a great country ever benefitted by an improvement which did not deteriorate existing property of some kind. The spacious and elegant streets which have sprung up in the Metropolis, and many of our large provincial towns, within the last few years, are a good example of the kind; every one of them must have been more or less injurious to existing property, yet, who will doubt the general benefit they have conferred? To talk of the annihilation of property, in consequence of railway construction, is downright nonsense; our turnpike-roads will, in most cases, still continue to receive traffic, although on a reduced scale; inns, in populous towns, will probably feel the change but little, and where entirely dependent on casual traffic, must be converted to some other use. The coaching business will no longer answer upon its present extensive scale, but ample employment will still be found by most of the individuals engaged, in the minor traffic now rapidly springing up between the railway stations and the adjoining towns and villages. Thus, then, although a partial, and, in many cases, we doubt not a considerable deterioration of existing property may take place, in consequence of the introduction of railways, it is manifest that the annihilation of the tens of millions, so pathetically deplored by the *Herald*, is the mere offspring of imagination, if, indeed, intended for serious belief at all.

If we bring the "tens of thousands of labourers" who are to be thrown out of permanent employment by railways, to the test of inquiry, we shall find that the misrepresentation is equally gross. A portion of the population, who now obtain a livelihood as ministering to the wants of travellers, will still continue their services, as we have shown, although in a somewhat different manner from the present. Others, it is true, as the labourers on turnpike-roads, and many persons connected with inns and posting, will, to a great extent, be thrown out of employment. What, then, are railways made without hands? are they kept in repair without labourers? do railway stations require no attendants? A very little inquiry at Euston-square, or fifty other places, will show how the matter stands, and prove that, while the establishment of railways may throw many out of employment, it affords also a vast amount, not merely of temporary, but of permanent occupation. As an illustration of this, we need only mention that, of the enormous receipts of railway companies, one-half, or more than one-half, are swallowed up by the current expenditure, in which mere labour forms by far the most considerable item. What then becomes of the tens of thousands of labourers who are to be thrown out of employment? do they not, like the tens of millions of property to be annihilated, exist merely in the imagination of the writer, and nowhere else?

Not only, however, has the *Herald* completely misrepresented some of the effects of railways, but it has kept others entirely out of sight. It says nothing of the benefits arising from them—benefits which we have already briefly glanced at, and which it would far exceed our limits here to expatiate upon. While it deplores the alleged "annihilation" of existing property, it says not one word of the creation—yes, the absolute creation, of a property which promises to be still more valuable, since it will answer the same national ends, with vastly superior advantages to the public—advantages acknowledged with scarcely a dissentient voice. It says nothing of the fact, that the introduction of railways has kept

in the country millions of capital, which otherwise, finding no profitable investment here, might, and probably would, have sought employment abroad, and have been there expended in useless schemes, instead of permanently benefitting and enriching the British soil. While our contemporary speaks with feeling of the tens of thousands of labourers who will be thrown out of permanent employment by railroads, he omits all mention of the tens of thousands who *have been*, and who *now are*, beneficially employed in their construction, and who might have otherwise been at this moment entirely destitute.

We have now examined, at sufficient length, this flimsy and ridiculous attempt to stigmatise the railway system as a "revolutionary movement;" we have exposed its fallacies, and unmasked its misrepresentations, and in so doing, have discharged our duty to the railway interest, which is too often assailed by one portion of the press, with what reason, or what justice, may be seen from the present example. Railway undertakings are founded on too firm a basis, are too intimately entwined with the great commercial movements, and with the best interests of the country, to fear anything from such gross and ridiculous attacks, yet they ought not to be allowed to pass wholly unnoticed. We shall keep an eye upon them in future.

The construction of Railways in Ireland was again brought forward in the House of Commons, on Tuesday evening, when it formed the subject of a short conversation. In answer to the observations of Mr. FRENCH, Lord MORPETH declared, that if, "at the beginning of the next session, it was found that private enterprise was insufficient to complete those works, which all parties must concur in thinking so beneficial to Ireland, then it would be a matter of consideration whether the Government would persevere in their plan." Such, then, is the ground upon which Irish Railways now stand, and all parties interested in their construction should act accordingly. We regret to find, that on the occasion of a discussion taking place of so much interest and importance, the attendance of the members was extremely thin, so much so, that on the CHANCELLOR of the EXCHEQUER rising to speak, the House, on the motion of an hon. member, was counted out. Making every allowance for the lateness of the season, a subject of such vital importance, and one which, under many disadvantages, has advanced so much in public estimation, ought surely to have commanded the attendance of a fuller House, and not to have been abruptly cut short in the manner we have noticed.

THE FUNDS.

CITY, FRIDAY EVENING.

Consols closed at 91½ 92 for money, and 92½ for account. The Three-and-a-Half per Cent. Reduced Annuities 99½, and the New Three-and-a-Half per Cent. 99½. Bank Stock 186½ 187. The premium upon Exchequer Bills 9 10 on large amounts, and 11 14 on small.

Portuguese New Five per Cent. 34½; and the Three per Cent. ditto 21½. Spanish Bonds, with Six Coupons, 19½; Deferred 8½. Buenos Ayres Bonds 19½. Mexican Six per Cent. 29½. Peruvian 18. French Five per Cent. Rentes 112½, with the Exchange at 25f. 40c. Dutch Two-and-a-Half per Cent. 55 ½, and the New Loan 101½.

Great Western Railway New Shares 3½ pm. Brighton 10½ dis. Greenwich 4½ dis. Croydon 10½ ¼ each.—National Bank of Ireland 16½ ex div; and the New Shares of the Provincial Bank of Ireland 7 pm.

LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Three per Cent. Red. Annuities, 92½ ¼; Three-and-a-Half per Cent. Reduced, 99½ 99½; Long Annuities, 14½; Consols for Account, 92 ¼; Exchequer Bills, 9 11 pm.; East India Bonds, 15 20 premium; Dutch Five per Cent., 103½ 103½; Ditto Two-and-a-Half per Cent., 55 ½; Portuguese Five per Cent. 34½; Ditto Three per Cent. 21½ 22.—Railways.—Brighton, 10½ ¼ dis.; Great Western, 6 7 premium; London and Birmingham, 75 77 pm.; New, 22 23 premium; Southampton, 44 45 per share.

TRADE, JULY 25.—Average standard, 108f. 2s. 6d.—Average produce, 6f. 4d.—Average price, 4f. 13s. 6d.—Quantity of ore, 2855.—Quantity of fine copper, 198 tons 2 cwt.—Amount of money, 13,566f. 3s. 6d.—Average standard of last sale, 106f. 8s.—Produce, 7½.

PRICES OF SHARES IN BIRMINGHAM.—Birmingham Banking Company, 23f. 17s. 6d.; Birmingham and Midland Bank, 42f.; Commercial Bank of England, 4f. 17s. 6d.; Gloucestershire Bank, 25f.—London and Birmingham Railway, 165f.; ditto, quarter shares, 27f.; Grand Junction, 204f.; ditto, new shares, 64f. 10s.; Great Western, 70f. 10s.; Birmingham and Derby, 65f.; Midland Counties, 54f.—Birmingham and Staffordshire Gas, 7f. 3d.—Birmingham Fire Office, 127f. 10s.—*Midland Counties Herald*.

STANNARIES COURTS (CORNWALL).—In the House of Lords, last night, on the motion of the Earl of Falmouth, this bill was read a third time, and passed.

ANTHRACITE COAL.

It will be observed by our advertising columns that an association has been formed in South Wales, the object of which is to demonstrate the applicability of anthracite coal to those purposes to which it has been but partially applied, and to make the properties of this description of fuel more generally known and appreciated. The success which has attended the experiments and actual working at the furnaces of Mr. George Crane, at the Ynyscedwyn iron works, near Swansea, and which were referred to in the able paper read by Mr. Johnson, at the Polytechnic Society, Liverpool, and inserted in the last Number of the *Mining Review*, doubtless, first attracted attention to the use of anthracite or stone coal in this country to any extent, and thus rendering of importance a mineral which had been before held comparatively as valueless. We are aware that, before the application of stone coal in this country, America took the lead in its use in steam-boats, and also for domestic purposes—the quantity of carbon which it contains giving out a greater heat than that description of coal where combustion is more rapid. Whether stone coal is used in our steam-boats so mixed with other we are uncertain, but we have been informed, by practical engineers, that there can be no doubt of its being found to answer. Experiments have been made, both with marine and locomotive engines in this country, as also with those employed in manufactories, although but little advance has yet been made in its introduction. Much, we think, depends on the liberality displayed by the owners of anthracite coal property, and the means they take for its introduction, which, in all cases with a new article, has not only to surmount prejudice, but to meet with the opposition of those who occupy the market, and who would be supplanted by the introduction of a new material.

We have witnessed the use of anthracite coal with successful results, as economising fuel, and giving a steady heat, in the city of London—the London Water-Works, one or more breweries, and several engineers, have applied it with advantage; but much, it may be observed, depends upon the quality of the coal, for although many may come under the designation of anthracite, we find that their properties and qualities vary very considerably, as is the case with bituminous coal.

Already are several iron works in the course of erection, for working anthracite coal in the manufacture of pig-iron, for it has never, in our knowledge, been applied to the "puddling" process, and which will, we presume, avail themselves of the patent secured by Mr. Crane, to whom so much merit is due for his perseverance.

We cannot quit this subject without slightly animadverting upon the conduct of the North Abbey Iron Company, who have encouraged a wrest from that gentleman the benefits of a patent, in carrying out which, he has devoted so much time and money. We await with some interest the hearing of the cause, and have only to express our hope, that patience and perseverance, with pecuniary losses, are not to be sacrificed at the shrine of those who, regardless of the duty they owe their neighbour or themselves, would barter principle for gain.

PROCEEDINGS OF PUBLIC COMPANIES.

GREAT LEINSTER AND MUNSTER RAILWAY COMPANY.

A special general meeting of the proprietors of this company was held at the office, in Moorgate-street, on Monday, the 22d inst., arising out of a statement made by Lord Morpeth, in the House of Commons, on the 25th ult., relative to the plan which had been proposed by Government for the construction of railways in Ireland.

FRANCIS WILSON, Esq.,

having taken the chair, in consequence of the absence of Mr. Bainbridge from illness, called upon the secretary to read the report.

REPORT.

At a meeting of the company, held on the 12th of May, a resolution was passed, requesting the directors to convene a special general meeting of the company during the month of June. The directors would have cheerfully complied with that request, if, by convening the meeting, the objects for which it was intended to be held, could have been attained. But Government having delayed till the 25th of June, to announce their abandonment of the measure introduced by Lord Morpeth into Parliament, relative to railways in Ireland, and leaving to private enterprise their construction—it would have been idle, prior to that announcement, to convene the company, they trust this will satisfactorily account for the delay which has occurred.

Immediately upon that announcement being made by Lord Morpeth, the directors lost no time in seeking an interview with the Chancellor of the Exchequer and the Secretary for Ireland, and on the 21st inst. a deputation from the directors waited on them, in order to ascertain "to what extent Government would be disposed to assist private enterprise by the advance of loans at moderate interest or otherwise"—a course strongly recommended in "The Report of the Railway Commissioners." The directors test, that in making this application, they were only asking that aid, rendered indispensable from the measures adopted by Government, which placed the company in a state of doubt and uncertainty, and diminished that public confidence which was manifested in their earlier proceedings.

The following memoranda were then submitted for the consideration of Her Majesty's Government:—

Memoranda, for the consideration of Government, on behalf of the Great Leinster and Munster Railway Company.

That private enterprise having been paralysed by the report of the railway commissioners, and the subsequent adoption of that report by Government, public confidence cannot be sufficiently restored to induce investment in railway undertakings in Ireland, unless the sanction of Government be extended towards them. That the line laid down by "The Great Leinster and Munster Railway Company" is nearly identical for the first twenty miles with that adopted by the railway commissioners, and is, therefore, so far equally available for a main trunk to the south or south-west of Ireland.

That Kilkenny, and the districts traversed by the last forty-six miles of the line projected by the company, are deemed of so much importance by the railway commissioners, that a branch to Kilkenny through those districts is recommended in their report.

That it is apparent, from the foregoing, that upwards of sixty miles of the Kilkenny line, has the approval of the railway commissioners, and its importance as a remunerative undertaking for its entire extent fully recognised.

That the directors are now willing, with the co-operation of their proprietary, to commence the works immediately, if the Government agree to lend one-half the amount expended in the construction of the line; but no advance to be made by Government, until an equal amount shall have been actually expended by the company.

That if this proposition be approved—should the Government, in the ensuing session, obtain the sanction of Parliament to the plan lately proposed by them, the directors will not impose the more extended and national objects of Government, but will recommend their proprietary to cede to Government the main trunk—reserving only that the interests of their proprietary should, in such case, be equitably considered.

The adoption of this course is fraught with the following advantages:—

1st. It would embrace either of the recommendations contained in the report of the railway commissioners, namely—"a liberal advance by Government in aid of private enterprise," or, "leave open to Government the construction of railways in Ireland as public works, at any future period, such a measure should be deemed advisable."

2d. It insures to Ireland, without further delay, the introduction of railway communication.

3d. It gives to Government that salutary control over those undertakings which the report of the railway commissioners so strongly recommends.

4th. By the immediate commencement of the first portion of the main trunk, the plan proposed by Government, if proceeded with in the ensuing session, would be so far advanced, that no room has been left for doubt upon this vital point, that not only to such plan, considerable progress will have been made in an undertaking which is admitted by the railway commissioners themselves to traverse important districts, and to hold out the prospect of remuneration to the proprietary.

5th. Immediate employment will be afforded to the labouring classes in their present destitute state, and the progress of the works must tend materially to alleviate the pressure, and facilitate the operations of the poor law, so recently introduced into Ireland.

FRANCIS B. BRANISH, Chairman of Deputation.

The directors are aware that they have made concessions to Government, which they conceive should be sufficient to induce that assistance which they, on the part of the company, have sought, but which they deemed it expedient thus to concede to the views of government, they have endeavoured at the same time to protect the rights and interests of their proprietary, whose sanction they hope to receive; and they trust that the propositions submitted to government will be met in the same spirit by which they were prompted, and that, with the co-operation of the proprietors, so important and useful an undertaking may be no longer delayed. Sustained by their proprietary, the directors will be enabled to proceed with vigour in the execution of the works, always satisfied that ample remuneration must be the result.

The estimates of traffic and intercourse have been so frequently and so minutely tested, that no room has been left for doubt upon this vital point, that not only to such plan, considerable progress will have been made in an undertaking which is admitted by the railway commissioners themselves to traverse important districts, and to hold out the prospect of remuneration to the proprietary.

6th. Immediate employment will be afforded to the labouring classes in their present destitute state, and the progress of the works must tend materially to alleviate the pressure, and facilitate the operations of the poor law, so recently introduced into Ireland.

The directors are again reluctantly called upon to suggest the propriety of the adjournment until the answer of Her Majesty's Government to their memorial has been received. When that answer shall be received, whatever may be its purport, the time will then have arrived for the proprietary to decide on the course which it may be prudent for their interests to adopt, the directors being determined to be guided by their decision.

As the half-yearly general meeting of the company must be held in the month of August, the directors would recommend the adjournment till that meeting.

In answer to a further application from the directors, requesting a reply to their former communication to Lord Morpeth, they were given to understand that it would receive the early attention of Government.

The CHAIRMAN then put the adoption of the report.

Mr. HORSMAN, taking into consideration the large number of shares liable to be forfeited (being 6000), and the number that had paid upon the calls, being only 1700, it was his opinion, that it would be unwise to declare so large a number forfeited; he would suggest that the directors should endeavour to obtain the payment, in order that the works might be carried on, and that if a sufficient sum was not paid that the directors should hold themselves bound to return the money; it was of no avail to continue their labours against the opinion of so great a majority.

The CHAIRMAN could not agree in opinion with this gentleman; the shareholders had had plenty of time to pay up their calls, and the directors' report did not now advise absolute forfeiture; it would afford them two months longer, and then it must be submitted for the approval of the shareholders—he did not consider it a measure of harshness; the directors considered it the only efficient and effectual means of finding if it were the disposition of the company to carry out the undertaking; the shares might be forfeited, and re-issued at 21. 10s. per share.

Mr. SMITH saw no advantage that would arise from the forfeiture of the shares—it would leave them still in an unsettled and uncertain state; if they made a call they would show that they were in a disposition to go on with the works. He, for his part, did not expect any assistance of importance from the Chancellor of the Exchequer; they would find, on reference to other companies, that it was no uncommon thing to make calls, even when a large number of shares were in default; call had been made upon call, in many companies, and the works in the mean time rapidly progressing.

Mr. HORSMAN objected to a further call being made, in the present state of the company.

Mr. SAMPTON, co-inciding with the views taken by the directors, begged to move the adoption of the report.

Mr. CURLEIGH (acting on behalf of Mr. Johnson) said he was not surprised that parties, in the face of a railway commission, should refuse to pay their calls; he objected to the forfeiture of the shares, as he considered that till they had a decisive answer from Government, they could not expect that any calls would be paid; he should submit that the consideration of the subject should be adjourned till the next half-yearly general meeting, when they should no doubt be in receipt of the answer from Government—probably they might be able to obtain some return for the capital they had invested.

The CHAIRMAN said, he wished the meeting to understand, that the directors had no wish to pursue harsh measures towards the proprietors; they wanted to know who were the *bona fide* proprietors in the company; they would, however, leave the meeting to deal with the subject as it might appear best. With respect to compensation, they had endeavoured repeatedly to obtain reimbursement from Government for the money expended by them.

Mr. SHAW objected to any delay taking place—they ought to come to a decision at once; the shareholders should recollect that all the liabilities were defrayed out of the pockets of those who paid up their calls; that expense was necessarily going on, added to which, the Chancellor of the Exchequer, when he found that so small a sum was paid upon their capital, would certainly refuse to advance any loan; where would be his security for the company's carrying out the work? If the report were received, the directors must carry out the declaration with respect to the shares—it was not a discretionary power.

Mr. SMITH said they must expect to encounter more troubles than they had done; he did not anticipate any succour from Government—they must rely upon their own resources; he felt, however, convinced that they must ultimately assist private enterprise in Ireland; they owed a debt to that country, which he was satisfied they must make good.

Mr. SHAW said they should be able to effect nothing, unless they went before the Chancellor of the Exchequer with a sufficient sum to carry out the works; in case of two railway companies that had made application to Government for pecuniary assistance, the answer they obtained was, that such assistance would be afforded, provided they would raise a corresponding sum.

Mr. H. LEARD wished to know if they had a full subscription deed; he considered there were two distinct sets of shareholders—the one that had signed the deed, and the other, the representative of the original holder; these might be sued for their calls, and the directors might then proceed without fear.

The CHAIRMAN said, he for one should not like to take upon himself the odium of forcing the holders of 1700 shares to urge the proprietors of the 6000 to pay up their calls, and carry out the works; there should be cordiality in their operations, without which they could not go on; if they did take legal measures there would be necessarily great delays, and then they should not have the advantage of the whole amount of calls due; he, himself, had the same opinion of the undertaking now as he had always entertained, and he did think, that provided parties paid their calls, they should have assistance from Government; he would not be a party to make the payment of the calls compulsory by legal measures.

Some shareholders here expressed their opinions as coinciding with the chairman; they considered it would be useless to press the proprietors of 6000 shares, with a minority so small as the paid-up shares represented.

Mr. SAMPTON thought that the motion should be put for the adoption of the report, no amendment having been proposed.

Mr. SHAW said he had no doubt that the small sum of 2s. 6d. per share would cover the expense they would incur in their endeavouring to obtain a loan from Government; if they were unsuccessful, would it not be worth while hazarding such a sum, with the prospect of being able to carry out the undertaking?

Mr. H. LEARD said it was gratifying to find that the expense of the company, if carried out, would be less than the original estimate; he had it from two eminent engineers, that they would complete the works for a much less sum than that named in the original estimate.

Some further discussion having ensued, it was agreed that the time of payment of the call should be extended from the 1st (as originally fixed by the directors) to the 15th August, upon which it was resolved—"That the report of the directors should be received, adopted, and circulated among the proprietors."

Thanks having been voted to the chairman and directors, the meeting adjourned.

SHROPSHIRE BANKING COMPANY.

The third annual general meeting of the proprietors of this company was held at the Jerningham Arms, Shifnal, on Tuesday, 16th inst.

THOMAS JUKES COLLIER, Esq., in the chair.

The directors, in their report presented on the occasion, stated that—

"The accounts of the company, which were made up and balanced on the 30th of June last, and have since been audited, show, after paying all expenses, a clear surplus profit of £2285. 2s. 7d., being upwards of 11 per cent. on the paid-up capital. The directors therefore recommend that a dividend of 10 per cent. be declared, and become payable on and after the 1st of August next, at the respective banks, and the balance, after payment of such dividend, amounting to £1956. 12s. 7d., be carried to the guarantee fund, which will then amount to £4241. 10s. 10d."

After the reading of the report, which appeared to give great satisfaction to the meeting, the following resolutions were passed:—

1st. Proposed by John Biddle, Esq., and seconded by B. Downing, Esq.—That the report just read be approved and printed, and a copy sent to each proprietor.

2d. Proposed by Philip Charlton, Esq., seconded by W. Pickin, Esq.—That a dividend of 10 per cent., as recommended by the directors, be now declared, to be paid to the proprietors, on and after the 1st of August next.

3d. Proposed by Joseph Taylor Phillips, Esq., and seconded by B. Fisher, jun., Esq.—That so much of clause No. 4, as limits the number of shares in the capital of this company to be held by any person to 300, be repealed, and that, in lieu thereof, it be resolved, that no person shall hold more than 300, except the parties named in the clause; but, as some of the proprietors present objected to the alteration, it was resolved, that the same be taken into consideration at the next annual meeting.

4th. Proposed by T. E. Lander, Esq., and seconded by W. Taylor, Esq.—As it may be desirable that the dividends be paid half-yearly, instead of yearly, as mentioned in clause No. 6—resolved, that the directors have power to declare half-yearly dividends.

5th. Proposed by Thomas Langley, Esq., and seconded by P. Charlton, jun., Esq.—That, according to the deed of settlement, Messrs. Henry Hill, William Henry Cope, and James Oliver, the three senior directors by rotation, now go out of office.—Resolved, that they be re-elected.

6th. Proposed by Edward Jones, Esq., and seconded by James Webb, Esq.—That, from the very satisfactory report read, the thanks of this meeting be given to the directors, for their undiminished attention to promote the benefits of the company.

7th. Proposed by John Evans, Esq., and seconded by W. Webb, Esq.—That the thanks of the meeting be also given to the managers, for their steady attention to their respective duties.

A special general meeting of the proprietors will be held at the Jerningham Arms Inn, Shifnal, on Monday, August 12th, for the purpose of confirming the fourth resolution.

SHEFFIELD AND HALLAMSHIRE BANK.

The third annual meeting of the shareholders in this bank was held on Friday, the 19th instant, in the Cutlers' Hall. The meeting was numerously attended.

F. APPLEY, Esq., in the chair.

Mr. BURKINGSHAW, the manager, read the report. Owing to the languid state of commerce during the year, business had been comparatively unproductive, but the bank had experienced an increase of profit, owing to the accession of new and satisfactory accounts. The directors were therefore in a position to declare a dividend of 7½ per cent., adding 1965s. to the surplus fund, and knocking off all bad debts. Mr. Eyre would retire from the direction according to rule, and the directors recommended Mr. Hall, of Shirl Hill, as his successor.—The adoption of the report, and the election of Mr. Hall, were carried unanimously.—The directors then retired from the meeting, and Mr. Tinker having taken the chair, Mr. Branson moved that the best thanks of this meeting be given to the directors for their services, and that the sum of 2500, be placed at their disposal, to be divided among them in equal shares. Mr. Page seconded the motion; upon which some discussion arose, as to whether the sum should not be increased, and placed at the disposal of the directors in such a way as to enable them to divide it at their discretion, and appropriate part to those gentlemen who had been associated with them in the direction during the former two years, when on each vote was proposed. In conclusion, the sum of 4000, was voted to the directors, leaving them to divide it as they might see fit. Mr. Burkingshaw then retired, at the request of Mr. Kirby, who proceeded to remark that he thought the proprietors were deeply indebted to their manager, whose great kindness and urbanity were manifest on all occasions, and who, in the trying times through which they had passed, had had very arduous duties to perform. The management of an extensive correspondence, and the interviews with proprietors, fell chiefly to his lot; and he had succeeded in saving them from serious bad debts, amid all the embarrassments of the last two years, when they might naturally have expected only a very small dividend. He, therefore, moved a vote of thanks to Mr. Burkingshaw, and, if the sense of the meeting were with him, he should be glad to add to it a grant, in testimony of their appreciation. It was explained, however, by Mr. Branson, that the proprietors could not make a grant to any of the persons in their employ, that power being reserved solely for the directors. On this resolution some discussion took place, several gentlemen speaking in the highest terms of the conduct of the manager, as well as of the cashier and clerks of the establishment. The conclusion was, that a vote of thanks to the manager was carried unanimously; and a recommendation to the directors to consider the propriety of rewarding his services by a grant of 500, was carried by a large majority. After a vote of thanks to the chairman, the meeting broke up.

HEREFORDSHIRE AND GLOUCESTERSHIRE CANAL.

A special general assembly of the company of proprietors of this canal was held at the Feathers Hotel, in Ludbury, on Thursday, the 18th inst.

JOHN BIDDULPH, Esq., of Ludbury, in the chair.

The advertisements convening the meeting were then put in and read, and Mr. BIDDULPH briefly addressed the shareholders. In the course of his observations he alluded to the unaccountable neglect in which this really valuable undertaking had been left many years ago; and congratulated the meeting that, within the last twelve years, the receipts of the company had gradually increased, and many permanent and important improvements had been effected, that the state of repair was excellent, and that a small annual expenditure would now keep the works in order; and, in addition to these gratifying circumstances, he had the pleasure of calling their attention to the principal business for which they had been assembled. "I mean," said the worthy chairman, "the consideration of the power we have recently obtained from Parliament of borrowing a sum of money that will enable us to complete the canal to its original destination, the city of Hereford."

The minutes of the last meeting, authorising the company to procure an act, having been read at the request of EDWARD POOLE, Esq., and the newspapers containing the advertisements again produced, the business of the meeting proceeded, and a resolution, in conformity with the recent act, and relative to the bye-laws, after observations from Mr. Poole and others, was passed unanimously.

Mr. CHARLES PRITCHARD, of Hereford, then proposed a number of gentlemen for the committee, which differs from the former committee only in the nomination of Samuel Baker and J. M. Shipton, Esqs., of Gloucester, and George Watson, Esq., of Bromsli, Herefordshire, the nomination of these three gentlemen now making the number of the committee complete.

Mr. SHIPTON said he would not trespass upon the time of the meeting, but go at once to the resolution he was about to move, being convinced that its merits would speak for themselves, and that it was such a resolution as would secure the completion of the canal in as short a time as the nature of the undertaking would allow. Mr. S. then read the resolution, which was to the effect that 45,000l. should be raised, in 2500 preference shares of 20l. each, in calls of 2l. each share, at intervals of three months. Dividends on the preference shares to be paid at the rate of 7½. 10s. per cent. per annum (to be reckoned from the time of the payment of the calls), previous to the payment of any dividend to the old shareholders, such priority to continue until the company could declare, on old and new shares, a larger dividend than 7½. 10s., from which time an equal dividend should be paid on all the shares, the new shareholders to be in every case entitled to a priority of 7½. 10s. per cent. per annum. The old shareholders to have the option of taking the new shares.—THOMAS SMITH, Esq., of Gloucester, seconded the resolution, which was opposed by Mr. Poole and the Rev. Archdeacon Oaslow, Mr. Poole observing that it would swamp the old shareholders.

W. T. WARBURNE, Esq., of Gloucester, contended that an examination of the subject would prove that, on the completion of the canal, such would be the increase of the company's revenue, that the old shareholders would, notwithstanding the priority of 7½. 10s. per cent. per annum, be in the receipt of as much per cent. per annum as the new shareholders. But he (Mr. W.) could not see what right any old shareholder had to complain, since every old shareholder had the option of taking his proportion of the new shares. Besides, observed Mr. W., even if there should be a deficiency as regards the old shareholders, have they not lain by long enough—and if they will not carry on the canal themselves, ought they not to permit those who are willing to do so to do it for them?

JOSEPH GIBBINS, Esq., of Birmingham, said he held thirty of the old shares, and thought Mr. Shipton's proposition fair, and he (Mr. G.) would support the resolution.

After observations from Messrs. D. Thomas and Frederick Woodcock, of Gloucester, Messrs. Shipton, Pritchard, and others, Mr. BIDDULPH, the chairman, said, "I sit here to hear whatever proposition may be made; is there any gentleman here who has a better or a different proposition to that made by Mr. Shipton?" A silence followed this question, and no one making any amendment, or further observation, the resolution was put and carried.

A resolution, moved by Mr. Thomas Baylis, of Ludbury, relative to the speedy commencement of the works, was then put and carried.

Thanks were given to the chairman; after which most of the old shareholders present claimed to have allotted them their respective proportions of new shares.

MINING CORRESPONDENCE.

ENGLISH MINES.

EAST WESSEX STRAWBERRY MINING COMPANY.

July 6.—Herewith I beg to enclose you a draft for 412. 17s., for copper ore sold, per private contract, to Messrs. Williams and Co. We have this day set the engine-shaft to sink below the thirty-five fathom level, on the course of the Trewithan north and south lodes, which is the object we proposed doing (Mr. Johnson and myself); we have given 6l. per fathom, four fathoms stent. The few pitches we have working are just going on, with but trifling alterations for the last two months.

R. ROWS.

HOLMBURN MINING COMPANY.

Stake Chisland, July 22.—In driving west on the lode, at the 100 fathom level, we find it still to present a favourable appearance, about one foot wide, its composition much as last described, as we consider highly congenial for copper ore, but as this level is not driven far enough west to take the ore ground gone down in the bottoms of the eighty fathom level above, we cannot as yet expect it rich. In driving west of the engine-shaft, at the eighty fathom level, the lode is assuming a more favourable appearance—at present one foot wide, and worth about two tons per fathom. The lode in the rise, in the back of this level, is a rich course of ore, from two and a half to three feet wide, and worth about seven tons per fathom. The seventy fathom level west during the last week apparently has been driving through the same piece of disordered ground which we have had in the eighty fathom level, below which has materially affected the lode, but at present the ground appears to be forming more regular, and the lode making larger. The lode in the winze sinking below this level is about eighteen inches wide, and worth from three to four tons per fathom. The sixty-two fathom level west no alteration. The slopes in the back of this level are still very good; lode from two to two and a half feet wide, and worth about six tons per fathom. The lode in the slopes, at the back of the forty fathom level, is about fifteen inches wide, and worth three tons of ore per fathom. In the seventy fathom level, on Flapjack lode, we set the men to drive east, but have not as yet taken down any part of the lode. The tribute department continues without alteration—looking well. The sampling has taken place this morning, and expect the parcel will weigh about 170 tons.

F. PHILLIPS.

GWINEAR MINING COMPANY.

July 30.—In the thirty fathom level east the ground is improving, with a branch of good work, four inches wide. In the twenty fathom level east the ground is good, poor at present. In the ten fathom level east the ground is good, with a branch of tin that will set on tribute. In the ten fathom level west from new shaft poor for tin; the tributaries are working well.

C. H. RICHARDS.

ST. MILARY MINING COMPANY.

July 30.—In the eighty fathom level east the lode is one foot wide, with stones of ore. In the eighty west the lode is eighteen inches wide, with stones of ore. In the seventy fathom level west the lode is one foot wide, good ore. In the seventy east the lode is four feet wide, ore throughout. We have taken down five feet of the lode in this level since Saturday, and it has yielded one ton and a half of ore. In the sixty fathom level east the lode is disordered, and poor at present. In the winze, in the bottom of the sixty fathom level west, the lode is ten inches wide, ore throughout.

C. H. RICHARDS.

FERRAN CONSOLIDATED MINING COMPANY.

July 22.—Herewith I beg to hand you our report of these mines, the particulars are as follows:—At the fifteen fathom level driving east of Kittow's shaft, the lode is still large, yielding rich stones of lead, and latterly much improved. At the twenty-five fathom level we have also a very promising lode, large, and producing some good work, and has every appearance of getting fast towards, and under the rich ore ground gone down from the fifteen fathom level. The tribute ground is still looking as well as can be expected for such a shallow depth. The prospects, however, altogether hold out the greatest encouragement of success. We have commenced sinking the engine-shaft for a thirty-five fathom level, and have sunk below the twenty-five fathom level about four feet.

R. ROWS.

YANAR SILVER-LEAD MINING COMPANY.

July 22.—In the 145 fathom level going north, the lode is six inches big, and very. We have holed the winze from the 135 to the 145 fathom level, north of the shaft. In driving south, at the 110 fathom level, the lode is unproductive. In going south, at the 105 fathom level, the lode is a foot and a half wide, and carrying work. In the south end, at the ninety-five fathom level, the lode is from a foot and a half to two feet big, producing some good work. In driving south, at the eighty-five fathom level, the lode is much disordered at present by a slide. In the south end, at the seventy-five fathom level, the lode is a foot wide, producing silver-lead ore. Our tribute department is without material alteration. We have sampled to-day a parcel of silver-lead ore, computed forty-nine tons, for sale, on the usual conditions, on Wednesday, the 31st inst., and I consider it a much better parcel of ore than the last. We have about three tons of halcyon ore boulders, which we intend keeping for a sampling or two, and then sell it by itself.

MANN JAMES.

CORRUPT MINING.

Chiverton, July 25.—Our engine-shaft still continues hard. The pumps are still persevering with spirit. We have stopped the forty fathom level cross-cut south. The forty fathom level west, on Chiverton lode, looks promising, with lead in the upper part of the level, and the strata of ground very much alike the level above. The thirty-two fathom level east, on south lode, the bottom of this level is looking well; we have a good lode for two feet high in this level, but it has not yet made higher up, but we expect that it will soon. The thirty-two fathom level west, on Chiverton lode, is looking well. We have a good branch of lead all the height of this level. We have now dressed 7½ tons; undressed 13; broken underground 7—making in all 96 tons. We expect to sample next sampling about ninety tons.

J. BOLLAGE.

TINCROFT MINING COMPANY.

July 17.—I beg to say we have this day sampled 130 tons of copper ore, this being our small sampling, but expect to have a greater quantity next. As to the appearance of the mine very little alteration has taken place since my last. The back of the 110 is looking well for tin, and the ninety end for copper; all other places remain stationary.

W. PAUL.

REDMOON CONSOLIDATED MINING COMPANY.

July 22.—Johnson's Flat-rod engine-shaft is sunk four fathoms below the seventy fathom level; the lode is about one foot big, producing some good work for silver-lead ores; ground favourable for sinking. The lode in the north and south end, at this level, is much as usual, yielding good work. In driving east and west, on Johnson's tin and copper lode, at this level, appearances are much the same. The lode in the north end, at the sixty fathom level, is from four to six inches in width—ore. Johnson's whim-shaft is sunk nine fathoms three feet below the sixty fathom level; the lode here is one foot wide, and good work for lead ores. At the north mine driving south, on the course of the lead lode, we are at this time passing through an east and west lode; the former is about six inches big, producing a little lead, but not rich; the latter appears to be about twenty inches wide, composed chiefly of muddle, spar, and copper ore. It is pleasing to say, though the lode is not rich, yet we consider the indications here are of the most encouraging nature. In our next we hope to state more clearly the character of this lode.

S. HANFORD.

FOLKRENN MINING COMPANY.

July 20.—This instant we have held our usual monthly setting for August, and, as well, paid the June cost; and herewith I beg to hand you the particulars of our proceedings and prospects, which you will please receive by way of report. At the cross cut driving south of Vice's Flat-rod engine-shaft, thirty-two fathom level, the ground appears a little more favourable than heretofore. We expect about ten feet more to drive before cutting the Downright lode. At the twenty-two fathom level driving west of the engine-shaft, on the course of Dorcas's lode, the ground is hard and wet, but the lode is much improved, and has a very kindly appearance, yielding rich work for tin. At the twenty-two fathom level going east, on Dorcas's lode, it is about seven inches wide, producing some tin, but not rich, and ground tolerably favourable. At the twelve fathom level driving west of Williams's shaft, the lode is about eight inches wide, and yielding pretty good work for tin. In some of our tribute ground we have an improvement; one pitch in the bottom of the adit level, on the Downright lode, is working with six men, set at 6s. 8d. out of 11s., instead of 11s., as formerly; and a second, in the bottom of the twelve fathom level, on Dorcas's lode, we have been able to set by four men at 6s. 8d., instead of 11s., as before. We have now eight pitches working with thirty-four men, and twenty six hands on outwork. The tribute prices varying from 6s. 8d. to 13s. 4d. out of the 11. Our prospects, on the whole, are decidedly improved.

R. ROWE.

ENGLISH MINING COMPANY.

Great St. George, July 23.—The only new feature in the mine is that of an improvement in some few of the pitches, which, if continuing to the end of the month, will tend to swell our next sampling; there is a chance, I think, of that sampling being somewhat over 600 tons.

H. HUMPHRIES.

UNITED HILLS MINING COMPANY.

July 23.—In the adit level the lode is large, and coarse in quality. In the ten fathom level the lode is two feet wide, with stones of ore. In the twenty fathom level the lode is three feet wide, producing some good ore on the north part. In the twenty-seven fathom level we are still cross-cutting south in search of more lode. In the thirty fathom level, in the cross-sinking west of diagonal shaft, the lode is four feet wide, very good for ore. In the eastern shaft the lode is four feet wide, with a promising appearance. In the forty fathom level, in driving east from Williams's shaft, the lode is three feet wide—two feet good ore. In Williams's shaft the lode is from five to six feet wide—three feet of which is good for ore.

CYRUS PENROSE.

FOREIGN MINES.

IMPERIAL BRAZILIAN MINING ASSOCIATION.

Rio de Janeiro, May 17.—The total produce of the mine for the month of April amounts to 101 lbs. 2 oz. 18 dwts. 15 grs., including 1 lb. 1 oz. 3 dwts. from Tabelaio. The three first days in May had only produced 3 lbs. 10 oz. 15 dwts. The new stamps at Santa Gallo had been set to work, and had been and would be enlarged so as to require and put you in the use of all the Saborito water which will be brought to that spot by the completion of the course begun by Lous Soares, and which will be actively proceeded with.

Gold produce from April 19th to May 8th (seventeen days), amounts to 27 lbs. 4 oz. 16 dwts. 15 grs.—Total, from the 1st of January to May 8th, 574 lbs. 9 oz. 16 dwts. 11 grs.

REAL DEL MONTE MINING COMPANY.

Mineral del Monte, May 21.—The silver produce for May month is forty-seven bars, or five above the estimate; this increase is owing to the scraping of the Sanchez arrastres, and to the Regia smelting, having both produced more silver than was expected. From a casual observation of the plan and section of the bottom workings of Dolores and San Cayetano mines, it will appear that the productive point is at the junction of different parts of the vein, and that the general underlie of the vein at this place is much less than usual. The Santiago level is still producing ore, of rather a low ley. The clearing of San Ramon shaft still proceeds at the rate of five varas per week; we have now arrived at the firm rock, capable of sustaining the masonry which must be put in to secure the upper part of the shaft. The increase of water in the 95 and 116 vara levels, east of Dolores, is at the points where those levels are crossed by a transversal vein, which we suppose to be the Santa Brigida, the situation of which is shown on the plan and section, and which the Santa Brigida, between Acosta and Hiscuina, we suppose to be drained through the above increase, and from observations made at the adit level, along the course of the Santa Brigida, if which prove true, it will be much in our favour. Seeing now the probability of finding most of the workings upon the Santa Brigida vein dry, I propose immediately to commence clearing out an ancient mine, named San Antonio, situated upon the Santa Brigida, about 250 varas north of the Hiscuina vein, which we are informed by the old miners, formerly produced much ore, but was impeded on account of the abundance of water. The San Felipe level, driving east of Terreros, and same level driving west of San Felipe wizen, to form a communication, both present a favourable appearance, and produce azogue, with good branches of smelting ore. The same level, driving west of Terreros, produces some pretty good ore; at the same level, thirty varas west of shaft, we have lately commenced rising on a far lode, with some good ore, to communicate with a wizen named San Pedro, which also contains ore, but was suspended some time since on account of water. In the Cruz level, west of Terreros, there is favourable ground, with a little azogue ore. The lode in the San Miguel level west has been lately improving; produces some azogue, and a little smelting ore. In the San Julio wizen, there is favourable ground, with a little azogue ore. The sixty-eight vara level, driving east of Terreros shaft, upon the Tapuna vein, still continues to look favourable; we have lately commenced a rise over the level, to open ground for pitches; the produce last week from the end and the rise was 110 quintals, of a gross amount of about 8500.

San Joaquin, May 21.—The 100 vara upper level, and the wizen sinking upon the same, are upon a promising vein, which, although not rich, will pay for working; we are now clearing up the old Carretera mine; this mine is said to have produced a good deal of ore formerly, and the large excavations now to be seen therein, would appear to confirm the opinion. At Acosta we are sinking the shaft upon a kindly vein, containing some pretty good ore; the forty fathom level, driving east and west of the shaft, produces also a little ore, so that, upon the whole, the produce of this mine is, I think, at present quite sufficient to pay its cost. At Moran and the Gran Campesina mines, no alteration.

BOHANNON MINING COMPANY.

San Joaquin, May 18.—I have had an opportunity of examining, assisted by Mr. Stein, the state of the mines of this district, which, as the relations to Veta Grande, I am sorry to say are not very encouraging; the new discovery has fallen off, but it is possible that, by continuing driving the level eastward, by sinking a wizen in the ore part of the vein, we may still find something of consideration; this new vein appears to be part of the one which was worked at Minicoma. Mr. Platteau's report will acquaint you with the progress made during the last month. The mine of Puro Rion has been drained again, and it has been thought proper to continue driving the cross-cut to the north to cut a vein visible at the surface, which they have reached, which contains some promising branches of ore, and if it should continue, so that it is probable that we may be induced to continue the trial, at all events I am in hopes that the state of this mine will now soon be decided. The mines of San Chomenda and San Nicolas continue the same; the vein variable as usual, but

still producing a moderate quantity of ore, of good ley, which, as you will see from the hacienda report, has again improved; at this moment the tortas are again of twenty-two and twenty-three marks per month. It appears they are making good progress in the shaft of San José, the average sinking of late having been two varas a week. Taylor's cross-cut is also approaching the vein, and although the ground is very unfavourable for blasting, I hope it will be completed in course of next month. With the assistance of Don José Terras, a first-rate azoguero from Guanajuato, we have succeeded in putting to right again the amalgamation process in the hacienda chica; amongst other improvements, he has introduced a saving of one-third in the quantity of salt consumed. I have persuaded him to make an agreement with the company for two years, and he is now gone to Guanajuato to bring his family. During his absence it is probable that they will have a drawback in the beneficio, but this will be of short duration. With respect to financial matters, \$30,000 have been sent to San Blas, on the company's account, to be shipped on board the *Imogene* for London; you will now receive the bills of lading, which the treasurer is forwarding by the packet. The *Imogene* left the coast, I believe, on the 24th, and as it is most likely a conducta will leave this place for Tampico before the end of the month, the money shipped at San Blas will come to your hands just as soon as if had been kept for the packet.

MINAS GERAES MINING COMPANY.

Morro das Almas, May 4.—It is a singular and odd circumstance that the southern part of the bottom, which was uniformly the richest in former times, should have fallen off so considerably, so much so, that in some places to leave scarcely any part of the auriferous bed visible. Judging from the position of the strata in general, and particularly of the slip of the bed from south to north, as represented in the higher workings, it is not probable that the bed should be on the eve of cutting out in depth to the southward, because taking the line of dip (on the extent of about thirty fathoms in depth), its angle is nearly uniform with that of the dip to the northward, whilst the present dip at the southern extremity is apparently considerably more flat, an alteration of a most unusual occurrence, and, therefore, I do hope that this present poverty of the southern slopes is only produced by a partial contraction of the beds, and that it will open out again at some further depth, conformable with the general position of the strata.

Total produce from 675 tons of ore and attle, 9 lbs. 7 oz. 13 dwts. 17 grs., or 82½ grs. per ton.

ST. JOHN DEL REY MINING COMPANY.

Morro Velho, May 3.—In the Bahu mine we now draw from three points, viz., the underlie stamp, Bahu bunch shaft, and the Bahu stope shaft, being the next driving station to the Bahu shaft; two stopes are working in the Bahu bunch, so that some good stone ought to come up. At the Gamba we have named two shafts the Champion Engine-shaft and the Routh Whim-shaft. We are drawing from both with some spirit at present, and the tentacles from the strikes, over which this stamped ore is passing, show pretty well. During this dry season I hope this mine will be considerably lengthened, by stopping along the surface of the lode west. In the west end the lode is five feet big, with a very good-looking stone. The chief work on hand now is the tramroad—it is a heavy job. Produce of gold extracted, and of the estimated value of sand in arrears for April:—

Gold extracted.....	4588 oits.
Sand from the stamps, including Gamba.....	1618 "
Deduct arrears for March.....	6402 "
Produce for April.....	1047 "
Produce for April.....	5355 "

We have only averaged forty-seven heads stamping during the month from an inadequate supply of stone; a good deal of stone is being raised at Crichton shaft, but the space is so small for spalling and carting it, that time is lost in bringing the stuff to the stamps. This is one chief reason of the inadequate supply of stone. At this moment all the stamps are working except the Capilao, which cannot work at present. The quantity of ore stamped is estimated at 1288 tons.

C. HERRING, JUN.

BRAZILIAN COMPANY.

Cata Branca, April 29.—Since my last we have been busily employed in getting the different shafts, tramroads, &c., in order; and I hope this week will nearly complete all. The pinion wheel of our new engine, I am sorry to say, broke on Wednesday last; it was replaced as quickly as possible, and I trust there will be no further break down, until others of sufficient strength are secured. We commenced sinking last week, and I hope to be enough down this for another range of stopes. The shaft stone, though not so rich as I have before seen it, will do; and I am glad to say, that No. 3 (Olio Major) is richer than ever; indeed, I know no division now, no poor bar of ground (and which there ever before was), between the Olios Major and Minor; and the latter holds at least two to three fathoms east, beyond where it did at a higher horizon. As soon as the shaft is down, the lift will be secured further east, when the western stope (through Olio Fino) will be worked precisely as, and with, the eastern ones. I may observe, our present west end is rich. I beg now to inform you, that I have decided on returning to England by the packet expected, and propose leaving your establishment for Rio, on the 5th proximo, Mr. Harding and Lieut. Griffiths remaining in charge. The instructions which I may deem it necessary to leave for those gentlemen, as likewise for the chief mining captain, I hope to have the pleasure of personally delivering, and at the same time such further information as you may require.

WILLIAM COTTEWORTH.

May 9.—Captain Cotteworth left this yesterday morning, for Rio de Janeiro, on his way to England, and in virtue of the powers left by him with us, we shall continue to act as superintendents of this establishment, until otherwise directed; and, in such capacity, we now beg to assure you, that every care in our power shall be paid to your interests in all cases. As Capt. Cotteworth's departure is so recent, we have nothing whatever to state as regards the position of affairs. On the 6th inst. we sent two cases of gold to Rio de Janeiro, for shipment to England, containing 146 lbs. 4 oz. 2 dwts. 29 grs. Portuguese, or 90 lbs. 1 oz. 1 dwts. 15 grs. exclusive of the 5 per cent. duty, the produce of the mine from the 9th of March to the 3d inst.—Arrived at Plymouth, per *Alect* packet.

EDWARD HARDING.

W. T. GRIFFITHS.

Gold return from 27th April to 3d May, 28 lbs. 11 oz. 10 dwts. 12 grs.; ditto for the month of April, 36 lbs. 6 oz. 23 grs.

NATIONAL BRAZILIAN MINING ASSOCIATION.

Extracts from the Mining Captain's Reports.
Cocos, May 6.—Since our last we have re-examined the back of the lode to the north of the entrance to the Boqueron mines, in order to find the entrance to the old workings, alluded to in our last, from the air level; and to our very great satisfaction, not only found it, but the entrance to several others, and the excavations inside standing nearly entire. The entrance to nearly every mine in the Serra Nova mountain is filled up, and also the entrance of all the mines, with the exception of the air level from section 23 to section 10, on the general plan, and if you will have the goodness to refer to it, you will find that scarcely any of the workings on the Andama, Minas de Boqueron, or the workings north of the air level, are laid down. Now, on our re-examining these places, we find that the rain has washed away the stuff from the entrance of several, and, to our great delight, these workings are standing entire, and for a considerable distance. Several of these I never before heard of, particularly those to the north of the air level. In one from the air level we have been down fifty-seven fathoms, and then not to the bottom. This is a favourable circumstance as could happen, as it will enable us to make our own surveys, by which means we shall be enabled to take the directions and underlie of all the old workings, and work accordingly from our proposed new shaft.

Produce in sixteen working days—28 marks 7 oz.

ANGLO-MEXICAN MINING COMPANY.

Guanajuato, May 17.—Guadalupe.—The dividends received from this mine in the two months last past amounted to \$460 6 3, but since fallen off, and was not doing well at the date of last advice.

Sirena is working on the conditions advised last month; the weekly sales have left a small surplus on the memoranda, but not equal to the salaries, which were previously paying by the company.

San Lorenzo continues suspended until further works of speculation can be profitably undertaken.

Amorcan.—In consequence of the disappointment in the assays, I have since then had a small portion of ore taken daily from the molino and arrastres, and from these several portions, after being well mixed up, one sample of each has been taken at the week's end for assay, of the probable value of the ore upon which we have been working during the week. The assays thus taken are—

	April 27.	May 4.	May 11.
Gravies de Comana.....	11 30	11 26	13 31
Lama de bloem.....	11 22	10 24	14 31
Gravies de bloem.....	21 74	23 72	26 95
Lama de bloem.....	none given	do.	24 32

Comparing these assays with the weekly produce, which has been about 170 carags, I am induced again to hope the expenditure is now fairly covered. The stock of ore in the hacienda, at the end of last week, was about 1000 carags, value \$20,000, or \$12,000 after deducting cost of magenta and loss of quicksilver. The first tortas of this year's extraction is now far advanced in its beneficiation, with an output of 1150 lbs. of quicksilver, and will probably take 100 to 150 lbs. more before being finished. The present state of the mine is by no means encouraging, as you will perceive from Mr. Parkman's report transmitted herewith, and on the whole I must again strongly express my opinion that this and the neighbouring mines deserve a full and complete development, and I trust that such may be your determination concerning them, and the means attainable for accomplishing it.

San Nicolas de Taguape.—The level of Santa Gertrudes will, I hope, be communicated to the shaft in the course of the ensuing week, in which case my next month's dispatches will probably contain some report of the state in which we may find the old workings of this mine.

May 24.—The workings of San Pedro in Asuncion are at present in a very encouraging state; the rich ore met in the pozos last week still continues; this morning's report is as follows:—"I think this week will give us a larger amount of bonito from San Pedro than any previous week; if we had five or six labores like this it would be a little bonanza." The ore worked up last week in the hacienda has assayed at mcs. 10 75, and 11 70, that in the present week 13 3, and 11 77 comas, and 23 mcs. and 19 43 bonito. Our third torta was composed of 56 mont. 14 grs., assayed at mcs. 11 26, and has been incorporated in the present week; on the whole we seem to be steadily improving in our results.

May 31.—The last week's mine report is tolerably favourable; Asuncion has fully maintained itself, so far in the present week also. Yesterday was a close holiday, but up to Wednesday evening 100 carags had been sent to the hacienda, and there was a prospect the total extraction of the week would exceed the last, with about the same quantity of rich ore. The whole of San Augustin hacienda is now at full work on the produce of this mine.

TACATECAS MINING COMPANY.

Plateras, May 12.—Cata de Plata Lode.—Shortly after the date of my last letter we cut the main lode by means of the cross-cut I had directed to be driven to the south for that purpose, and although at the point of intersection it did not yet show any decidedly favourable appearance, yet its general character had so far improved from what it was when Mr. Schuchardt left it (at a distance of about eleven varas perpendicular above the present point), and the bottom exhibited such unquestionable symptoms of further improvement, that I did not hesitate not only to continue our labors in that direction, but also to order as many paradars to be set to work as the limited space to which we are yet confined will properly and conveniently admit of. The plan I formed and have acted on is to follow the dip of the lode from the point where we have cut it, until we meet the water, and at the same time, and from the same point, to drive ends on the course of the lode to the east and west; up to this moment the new pozos, called San Enrique, has been sunk to the depth of five and a half varas, and I am happy to say that the lode has been constantly and progressively improving; at present its productive width is about three-quarters of a vara, of which one-third of a vara consists of good clear massive ore, valued at from ten to eleven marks per monton in the patio; the remainder is ramalero, yielding also decent ores but much mixed with attle.

The eastern freze (San Eduardo), after having driven three varas, held out but little hope, and I therefore ordered it to be stopped, but as its plan looked rather more encouraging, I caused it to be followed downwards (stopping), so as to unite it with the pozo San Enrique, which will thus have a length of six varas. I have just said that the bottom of this pozo looks well, I shall therefore deepen it two or three varas more, and then drive again to the east; to this labor, however, I attach only so far any importance, as it may give us a clear insight into what may be expected in that direction, and at a greater depth than this lode has hitherto been tried to eastward, for on referring to the sketch, you will find that towards the east, our boundary line, north and east, is so near, that we cannot follow the lode to any considerable extent on its run or on its underlay. The case is quite different as regards the western end (San José), here we have a pretty large field open to us, with this additional advantage, that the closer we approach the western boundary the greater will be the extent to which we may follow the lode on its dip. I am happy to add that this freze (now nearly five varas in length), which from the beginning gave very fair hopes, has also assumed within the two last days a most promising aspect. The lode at present has a width of one and a half vara, half a vara being, in massive ores, of apparently equal ley to those which show themselves in the plan of the pozo. As yet I cannot possibly employ more than six paradars, and as hitherto the ore has been much mixed with attle, but small quantities of clean ores are as yet brought to grass, say about thirty-seven carags weekly, for the fortnight ending 4th inst., and about fifty carags during the week, which concluded yesterday. I am now making the utmost efforts to open the ground to enable me to increase our mining force, and consequently to raise at all events a quantity of ores sufficient to cover our costs; provided no change in the present aspect of the mine takes place for the worse, I shall not despair to accomplish this desirable object within seven or eight weeks from this date, and as I have yet available funds for a considerably longer period than that just mentioned, upon our reduced system of expenditure, I do certainly not apprehend to have to apply for any assistance from home to carry out my present plans. It seems certain that by a lucky chance we have cut the lode exactly at the point where it begins to assume a character different from what it exhibited nearer the surface, and as I was thus encouraged to persevere, it has since steadily and progressively improved as we went deeper on it, and it is, I believe, pretty certain, that at a yet lower level the Prosperidad adventurers have found ores of superior quality. I think I am so far authorised to hope that the chances are in our favour—still I repeat it, we may be disappointed, I cannot command success, as all I can do is to act with prudence and foresight, if fortune should throw it in our way.

CANDONGA MINING COMPANY.

Candonga, April 13.—Forty-two Fathom Level Cross-Cut.—In the last report it was mentioned that we had cut the cross-course, and since then had made a communication from this to the workings, which have been carried on from above, under the head of "junction of the cross-courses;" this work being completed, and the branch laid open to the whole extent, we shall now commence to work regularly on, what to every present appearance would seem to be a good lode, from which we have extracted some of the richest work that I have yet seen in Candonga.

Or Shaft.—The two levels mentioned as being driven from this go on steadily.

Deep Adit.—No alteration. The Cachoeira and Mill Levels have been discontinued for the present, the men being required to repair the road to the Roca.

J. DAILEY.

The report, dated as above, offers to you still more flattering prospects than were forwarded by the last post; under the head forty-two fathom level cross-cut, you will find some strong expressions, and for aught I know these may be regarded as indicative of the promising state of your mine. Without flinching from any responsibility whatever, let it be noted that this is not the effect of my own personal observation, and again let me assure you, that I do not mean "to throw cold water" on any information which may from time to time be given by the several officers of your establishment. On the contrary, my hope is to do that which will maintain this association from being branded by the term of "bubble." Generally speaking, confidence is not misplaced in experienced miners, especially when they shall have profited by exotic, as well as indigenous labour. I implicitly rely on the opinions of those about me, and when I have an opinion expressed to me, fairly backed by the existing facts, I do not hesitate to give my assent. As yet our wheels are idle—the proceeds are derived from the store which has been given into my charge; the old fund had been nearly exhausted. On the 11th inst., after having brought forward the stope, we managed to afford a halke, without incommencing what we are proposing to do; after labouring in vain, as it were, for seventeen months, we may now look proud. On the 11th instant, 2 lbs. 4 oz. 12 dwts. 22 grs. were added to our heretofore miserable stock, and during nine days we are richer by 6 lbs. 1 oz. 19 dwts. 19 grs.

A. F. GOODRIDGE, M.D.

RAILWAY INTELLIGENCE.

LONDON AND GREENWICH RAILWAY.—The number of passengers on the line from the 16th inst. to the 23d inst., was 39,840, producing (including creek and footpath) 10794. 10s. 5d.

MIDLAND COUNTRY RAILWAY.—The following is the engineer's return of the quantity of earthwork executed, and of the average number of men, horses, and steam-engines employed on the unfinished works of this railway, from the 18th May, to the 13th July, inclusive, viz.—earthwork executed, 605,793 cubic yards; men, 4499; horses, 463; steam-engines, four locomotive and two stationary.

NORTH MIDLAND RAILWAY.—We understand that this railway, from Rotherham to Kilmhurst, will be open to the public in about a month from this time. Passengers may then be taken by railway from Sheffield to within six or seven miles of Doncaster.—*Halifax Guardian.*

ULSTER RAILWAY.—On Thursday evening, the "Express" steam-engine started from the station-house, Glengall-place, on trial, and gave entire satisfaction. There are three locomotives for this line, viz., the "Express," "Fury," and "Spitfire."—*Reelfast Vindicator.*

NEWCASTLE AND CARLISLE RAILWAY.—The increase of traffic upon this railway is truly astonishing. The receipts for the week ending June 29, were 19344., and for the week ending July 6, 19364.—being an increase of about 500l. on each of the corresponding weeks of last year. Previous to the opening of the railway, it was with difficulty one coach could be supported on the road, and half-a-dozen carriers' carts, travelling once a week, were able to conduct all the traffic.

COMMERCIAL RAILWAY COMPANY.—In the Sheriff's Court, on Thursday, an action was brought by a person named Evans and another, against this company, for damage done to their premises in Rosemary-lane, and a verdict for the plaintiff of 830l. was returned by the jury. In another action brought by Johnson and another against the same company, for damage done to their premises in Little Anne-street, a verdict of 4134. 11s.

[illegible]

JOINT STOCK BANKS

No. of Shares.	NAME OF SOCIETY.	Amount paid up.	Amount paid up.	Price.	Balance per share.	Year of formation.
25,000	Agrie. & Com. of Ire.	25	10	..	..	Jan.
5,000	Australasia ..	40	60	60	8	Oct.
1,000,000	Bank of Scotland ..	100	80	178	6	Dec.
10,000	Birmingham Bank ..	50	10	22	10	Mar.
500,000	British Linen Co. . .	100	25	..	8	Dec.
20,000	British North & Amer.	20	25	..	7	..
100,000	Commercial ..	5	5	5	7	..
20,000	Colonial ..	100	20	30	5	Jan.
5,000	Devon and Cornwall ..	100	25	45	8	..
3,000	Equitable Loan Co. .	..	9	10	..	..
10,000	Foreign Banking Co.	..	3	9	..	Dec.
2,000,000	Glasgow Union ..	250	50	65	7	Feb.
10,000	Gloucestershire ..	50	10	25	10	Aug.
5,000	Hampshire ..	50	5	21	4	..
10,000	Hibernian ..	100	20	31	4	..
3,000	Devon & Cornwall ..	..	20	35	..	..
30,000	London & Westminster	100	25	33	5	Mar.
3,000	Lancaster ..	100	20	..	10	Aug.
25,000	Liverpool ..	100	10	23	10	July
60,000	London Joint Stock Co.	50	10	18	5	June
50,000	Manch. & Liver. Dis.	10	15	122	7	Mar.
20,000	Manchester ..	100	20	27	20	Oct.

100	North & South Wales	10	5	10
(800)	Natl. Bank of Ireland	50	174	160

10,000 Nat. Provincial. Eng.	100	35	30	5	Jan.
10,000 Ditto New	29	10	102	104	—
80,000 North & Cent. B. of Eng.	10	10	3	5	Dec.
10,000 North Wills.	25	5	9	7	—
20,000 Prov. Br. of Ireland	100	29	445	6	July
4,000 Ditto	10	10	19	—	—
2,000,000 Royal of Scotland	100	100	165	6	—
7,000 South Africans.	—	—	3	—	—
20,000 S. of Ireland, Cork.	25	5	—	—	—
4,000,000 Western of Scotland	200	40	—	5	July
20,000 W. of Eng. & S.W. Dis	20	124	12	8	—
20,000 Wills and Dorset	15	74	74	8	—
GAS LIGHT AND COKE COMPANIES					
10,000 Alliance.	10	8	—	—	—
2,500 Bath	20	16	24	5	Sept.
600 Bradford	25	25	—	10	—
5,000 British	40	19	21	1	May
5,000 Do. Provincial.	29	19	25	13	Nov.
928 Birmingham	50	50	73	24	July
2,400 Birm. & Staffordshire.	50	50	73	4	Sept.
4,000 Bristol	50	50	22	4	April
4,350 Brighton	20	20	36	2	Feb.
1,500 Brighton	20	18	9	11	Sept.
750 Do. New	20	18	9	—	—
2,471 Brighton, General	20	20	104	44	Nov.
363 Carlisle	25	—	—	—	—
4,000 Continental Consolidat.	75	623	105	64	July
240 Canterbury	30	30	55	6	Jan.
700 Chelmsford	30	30	42	4	Dec.
300 Chesham	50	50	75	8	Oct.
1,000 City	—	—	—	—	—

Coventry	25	25	24
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180	Derby	30	50	—	—
200	Dover	30	50	—	—
600	Dudley	20	20	17	3
4,500	Edinburgh Coal Gas	25	25	—	—
	Edinburgh and Alloa	—	14	—	—
240	Exeter	50	50	—	—
4,000	Equitable	50	50	26	3
9,000	European	20	13	—	—
4,400	Glasgow	25	25	54	10
9,000	Greenwich Railw. Gas	—	1	—	—
5,000	Imperial	50	50	52½	3
500	Ldn. Bonds	100	100	—	4

of Thanet	22	22	18
Independent	26	26	20

740	Leicester	50	50	..	..
750	Leith Coal Gas.	50	50	..	..
800	Liverpool	242	242	300	22
	Do. N. Gas and Coke	100	100	97	..
	Do. (New Do.)	..	60	..	..
200	Maldstone	50	50	100	10
3,000	Phoenix	50	39	29	4
570	Portsmouth	..	43	..	..
304	Poplar	30	50	..	..
1,000	Ratcliff	100	80	61	4
400	Rotherhithe	..	15	..	..
1,500	South Metropolitan	50	19	18	24

Hewsbury	10	..
Wanona	20	20	..

200 United General	50	46	36	5	Jan.
240 Warwick	50	50	50	5	Jan.
400 Wakefield	25	23	22 1/2	14	Jan.
750 Warrington	20	20	24	1	Oct.
1000 Wesin Inter Chartered	50	50	50	5	Dec.
2000 Ditto New	40	10	1 1/2	12 1/2	Dec.
200 Worthing	50	50	..	5	Aug.
800 Yarmouth					

DOCKS.

2,100 Commercial	100	100	6 1/2	5	July
East and West India					

East Country	100	100	10	..
Life in London	5th		6th	

2,200 Ditto Bonds ....	..	..	100	21	Dec.
250 Bristol	147	147	70	4	Dec.
250 Ditto Notes .....	..	..	113	5	Nov.
274 Folkestone Harbour	50	50	..	..	..
1,000 Ditto Bonds	50	..	..	..	..
3,000 Grand Collier Docks	50	1	..	..	..
32,782 St. Katharine, Stock	100	100	100	5	Jan.
1,000 Ditto Bonds .....	..	..	101	4	Oct.
1,000 Do. Bonds for 10 years .....	..	..	100	4	Oct.
2,000 Deptford Pier	20	3	11	..	..
Southampton	50	5	21	..	..

BRIDGES.

100 Hammermith	50	50	21	14	Jan.
251 Southwark w. new sub.	624	624	12	..	..
Do. New of 74 per cent.	50	50	14	12	Dec.
48 Vauxhall	70	70	35	19	Dec.
Waterloo	100	100	30	..	..

new do. of 74.	40	40	214	196
to Bonds	120	8

WATER WORKS.						
0 Birmingham	25	25	20	100	—	—
1 Colchester	100	100	—	—	—	—
2 East London	100	100	170	0	Jan.	—
3 Glasgow	50	50	—	—	—	—
4 Grand Junction	404	404	400	24	Jan.	—
5 Edinburgh Joint Stock	25	25	—	—	—	—
6 Kent	100	100	451	2	Jan.	—
7 Liverpool Rootie	220	220	306	10	Jan.	—
8 New River Local Bridge	—	—	—	—	—	—
9 Water Annuities	—	—	62	24	Oct.	—
10 Manchester & Salford	100	50	543	24	Mar.	—
11 Portsea Island	50	50	—	—	—	—
12 Portsmouth & Faringdon	50	50	21	1	—	—
13 Ramsgate	10	10	—	—	—	—
14 Vauxhall, late St. Lond.	100	100	101	40	Oct.	—
15 West Middlesex	653	653	104	44	Dec.	—
16 York Building Co. L. P.	100	100	30	114	Oct.	—

ROADS.						
0 Arrow. and Kent Tr.	50	50	—	1	6	7
1 Barking	100	100	224	13	1	7
2 Commercial	100	100	79	3	1	7
3 Do. East India Dock Tr.	100	100	3	3	1	7

North Rd. South 100	100	.	.
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LITERARY INSTITUTIONS.					
Advocate Genl. of Instruction	50
London, W. Browne Tick.	75	75	17
London University	100	100	15
Mussey	25	25	7

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